CORA SPECIAL INSTRUCTIONS
Sixth Edition – October 1, 2007

- Employees will be governed by the operating rules of their respective companies except as modified in this guide.
- The CORA GUIDE is in effect on all railroads operating within the Chicago Terminal District. This district is defined as the trackage inside and including the circumference of the Elgin, Joliet and Eastern Railroad, unless specified otherwise in individual railroad sections.
- Modifications of the operating rules and physical characteristics contained in this guide will be issued by the host railroad to all railroads. The affected railroads will issue the revisions as necessary.
- **Disclaimer:** Employees using an electronic copy of the CORA Guide are responsible for maintaining a current copy of CORA Updates and CORA revisions.
- Maps shown in the CORA Guide are not drawn to scale.

Effective Sunday 00:01 October 1, 2007

		SECTION
GCOR	General Code of Operating Rules	1
NORAC	Northeast Operating Rules Advisory Committee	2
AMTK	Amtrak	3
BRC	Belt Railway of Chicago	4
BNSF	Burlington Northern Santa Fe	5
CN	CN	6
CPR	Canadian Pacific Railroad	7
CSS	Chicago SouthShore & South Bend Railroad	8
CSX	CSX Transportation Company	9
EJ&E	Elgin, Joliet & Eastern Railway Company	10
IHB	Indiana Harbor Belt	11
METRA	Metra	12
NS	Norfolk Southern	13
UP	Union Pacific	14

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AAR RADIO FREQUENCIES CHICAGO TERMINAL

RAILROAD	AAR NO.	LOCATIONS
AMTRAK	13	Terminal Operations
	42	Yard
	77	Car Department/Diesel Shop
BNSF		Corwith Subdivision
	36	Road
	59	Yard — Corwith
		Chicago Sub
	66	Road
	15	Cicero Engine house
	70	Yard — Cicero
BRC	18	West Yard
	26	South Dispatcher
	39	North Dispatcher
	57	Hump Yardmaster
	89	East Yard
CN	32	Road – Elsdon Subdivision
	28	Elsdon Subdivision Dispatcher
	43	Road and Yard – Freeport Subdivision
	49	Yard — Gateway Intermodal
	54	Road — Joliet Subdivision
	72	Road — Chicago Subdivision
	79	Road — Waukesha Subdivision
CPR	44	Road — C&M Subdivision
	94	Road — Elgin Subdivision
	88	Yard — Bensenville
CRL	35	Yard and Transfer
CSS	60/83	Road
CSX	08	Road
	11	Ready Track
	12	RB Dispatcher: Push #1 on Touchtone
	14	RA Dispatcher: Push #3 on Touchtone
	19	Barr Yard — Westbound Yard — Halsted
	80	Barr Yard — Ashland Yardmaster
	84	59th Street Intermodal
CWP	07	Yard
EJ&E	10	Yard
	16	Road — Eastern Subdivision - Call tone 41
	91	Road — Western Subdivision - Call tone 42

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RAILROAD	AAR NO.	LOCATIONS
IHB	25	East Dispatcher
	95	Gibson West End Yardmaster
	58	West Dispatcher
	97	Hump Yardmaster — Blue Island
IAIS	13	Yard and Terminal Operations
Metra	22	Road — Southwest Subdivision
	61	Road — Electric District
	82	Road — Joliet Subdivision
MJ	91	Yard
NS	22	Road and Yard (Push 8 on Touchtone) — Landers
	46	Road — Dearborn Division
	64	Yard — Ashland — Colehour
	76	Road and Yard — Calumet
UP	20	Road — Villa Grove Subdivision
	31	Yard — Global 1 Yard — Tower Yardmaster Proviso
	52	Road — Geneva and Rockwell Subdivision
	25	Road — Milwaukee Subdivision
	69	Yard — Yard Center
	71	Yard — Proviso
	78	Road — Joliet Subdivision

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EMERGENCY COMMUNICATIONS 911 CENTER

The City of Chicago's office of Emergency Communications 911 Center has identified the following street crossings as critical routes for delivery of emergency services to the City of Chicago. When trains are stopped or anticipated to be obstructing the identified crossing for more than ten (10) minutes, train crew must notify the railroad contact person immediately. A crew member must notify the contact person when the train is clear of the crossing.

Crossing Location	MP	Railroad	Contact Person
Archer & Kolmar	8.0	BRC	Main Line North Dispatcher
55th Street	8.4	BRC	Main Line North Dispatcher
59th Street	8.9	BRC	Main Line South Dispatcher
63rd Street	9.4	BRC	Main Line South Dispatcher
63rd Street	4.2	BRC	59th St Branch North Dispatcher
67th Street	9.9	BRC	Main Line South Dispatcher
Central	1.4	BRC	59th St Branch North Dispatcher
55th Street	1.6	BRC	59th St Branch North Dispatcher
Narragansett	3.0	BRC	59th St Branch North Dispatcher
Columbus Ave.	12.9	BRC	Main Line South Dispatcher
Pulaski	7.6	CN	Freeport Subdivision Hawthorne Yardmaster
83rd Place	12.8	CN	Elsdon Subdivision B I Jct. Operator
87th Street	13.3	CN	Elsdon Subdivision B I Jct. Operator
95th Street	14.4	CN	Elsdon Subdivision B I Jct. Operator
103rd Street	15.5	CN	Elsdon Subdivision B I Jct. Operator
111th Street	16.5	CN	Elsdon Sub B I Jct. Operator
115th Street	17.0	CN	Elsdon Subdivision B I Jct. Operator
Narraganset	8.6	CP	Elgin Subdivision Elgin Dispatcher
Oak Park Ave.	9.1	CP	Elgin Subdivision Elgin Dispatcher
Harlem	9.8	CP	Elgin Subdivision Elgin Dispatcher
87th Street	20.98	B&OCT	Blue Island Subdivision RB Dispatcher
95th Street	19.96	B&OCT	Blue Island Subdivision RB Dispatcher

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Crossing Location	MP	Railroad	Contact Person
103rd Street	18.97	B&OCT	Blue Island Subdivision RB Dispatcher
111th Street	17.97	B&OCT	Blue Island Subdivision RB Dispatcher
115th Street	17.48	B&OCT	Blue Island Subdivision RB Dispatcher
99th Street	19.46	B&OCT	Blue Island Subdivision RB Dispatcher
113th Street	17.72	B&OCT	Blue Island Subdivision RB Dispatcher
Harlem Ave	N/A	IHB	Argo Industrial Track West Dispatcher
Torrence Ave	B507.3	NS	Cummings Drawbridge Operator
95th Street	10.63	UP	Villa Grove Subdivision Train Dispatcher
103rd Street	11.64	UP	Villa Grove Subdivision Train Dispatcher
111th Street	12.84	UP	Villa Grove Subdivision Train Dispatcher
State Street	13.45	UP	Villa Grove Subdivision Train Dispatcher
130th Street	15.45	UP	Villa Grove Subdivision Train Dispatcher

Emergency Order (EO) 24

Requirements specified in EO 24 apply when a signal system is suspended or taken out of service. Employees are governed by their respective company's rules concerning EO 24 and handling main track switches and may use their own switch position awareness form. If a form is not available and it is necessary to hand operate a switch during a signal suspension or out of service period the following information must be recorded:

Train symbol (number) or job number, Date, Subdivision, Engineer's and Conductor's names.

Required Entries for Each Switch Operated

- Name and location of each main track switch operated;
- Time switch was initially reversed;
- Time switch was finall returned to the normal position;
- Initials of the employee handling the switch;
  And
- Engineer's initials for each entry;

- **Conductors signature when the form is completed.**

Information shall be retained for a period of five days and made available to representatives of the FRA for inspection and copying.

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OPERATION CENTERS

AMTK National Operations Center Wilmington, DE 1-800-424-0217 Ext. 5

BNSF Cicero Command Center
Title – Trainmaster
Phone: 708-924-5409
Fax: 708-924-5337

Corwith Command Center
Title – Trainmaster
Phone: 773-579-5363
Fax: 773-579-5088

BRC Command Center
Title – Manager Terminal Operations
Phone: 708-728-2259
Fax: 708-496-3827

CN Network Operations Center
Title – System Network Operations Manager
Phone: 780-421-6004
Fax: 780-421-6557

Operations Desk Schiller Park
Title – Trainmaster
Phone: 847-318-4558 – Prompt #2
Fax: 847-318-4557 and 715-342-2789

Operations Desk Stevens Point
Phone: 715-345-2487

CP Interline Coordinator Office
Title – Interline Coordinator
Phone: 708-594-2084
Fax:630-860-4457 (Bensenville)
708-594-2876 (Interline)

CSX Command Center
Title – Asst. Chief Dispatcher
Phone: 708-832-2088
Fax: 708-832-2092

CTCO Chicago Transportation Coordination Office
Title – Superintendent
Phone: 312-542-8359
Fax: 312-542-8350

EJE Joliet Dispatch Center
Title – Asst. Chief Dispatcher
Phone: 815-740-6742
Fax: 815-740-6737

IMRL Chief Dispatcher's Office
Title – Asst. Directors
Phone: 406-523-1511
Fax: 406-523-1223

IHB Operation Center
Title – Manager Train Operations
Phone: 708-832-2082/2083
Fax: 708-832-2133

METRA Consolidated Control Facility
Title – Chief Dispatcher
Phone: 312-322-2844
Fax: 312-322-2850

NS Operations Desk – Ashland
Title – Operations Trainmaster
Phone: 773-538-9284
Fax: 773-538-9334

Operations Desk – Calumet
Title – Operations Trainmaster
Phone: 773-933-8070
Fax: 773-978-8125

UP Command Center
Title – Manager Terminal Operations
Phone: 708-649-5598
Fax: 708-649-5425

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GENERAL CODE OF OEPRATING RULES
Fifth Edition – April 2005

2.0 Railroad Radio Rules

2.10 Emergency Calls

Emergency calls will begin with the words "Emergency, Emergency, Emergency". These calls will be used to cover initial reports of hazardous conditions which could result in death or injury, damage to property or serious disruption of railroad operations such as:

- derailments
- collisions
- storms
- washouts
- fires
- track obstructions

or

- emergency brake applications.

In addition, emergency calls must be made for the following:

- overrunning limits of authority

or

- overrunning Stop indications.

Emergency calls must contain as much complete information on the incident as possible.

All employees must give absolute priority to an emergency communication. Unless they are answering or aiding the emergency call, employees must not transmit until they are certain no interference will result.

2.14 Mandatory Directive

Mandatory directives are written authorities for occupying a main track or speed restrictions which affect the movement of equipment. Mandatory directives are:

- Track warrants.
- Track bulletins.
- DTC authority.
- Track and time.
- Track permits.
- Radio speed restrictions.

2.14.1 Verbally Transmitting and Repeating Mandatory Directives

When transmitting and repeating mandatory directives:

- State and spell single digit numbers by number and digit.
- State multiple digit numbers by number and digit.
- Identify decimal points as "point", "dot", or "decimal".
- State and spell directions.

5.0 Signals and Their Use

5.3.5 Acknowledge Stop Signal

Except when switching, acknowledge hand signal to stop a train. When flagged, the engineer must obtain a thorough explanation from the flagman before proceeding.

5.4 Flags For Temporary Track Conditions

5.4.1 Temporary Restrictions

Track bulletins, track warrants, or general orders may restrict or stop train movements because of track conditions, structures, men, or equipment working. Yellow flags will be used for temporary speed restrictions. Yellow-red flags will be used when a train may be required to stop.

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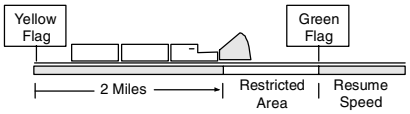
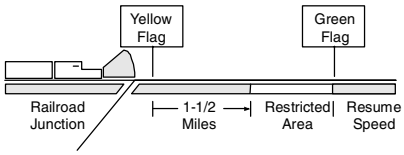
5.4.2 Display of Yellow Flag

A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area.
Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, employees must display a yellow flag 2 miles before the restricted area.



Less than Two Miles Ahead of Restricted Area.
When the restricted area is close to a terminal, junction, or another area, employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



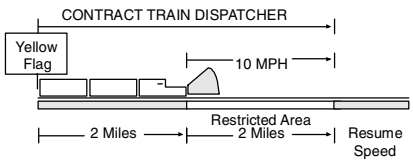
Once the Train Reaches the Restricted Area.
The speed specified by track warrant, track bulletin, general order, or radio speed restriction must not be exceeded until the rear of the train clears the restricted area.

B. Restriction Is Not Specified in Writing

When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, once the train is 2 miles beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.

2. Resume speed only after the rear of the train has:
   a. Passed a green flag.
   or
   b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no in effect specifying a temporary speed restriction at that location.



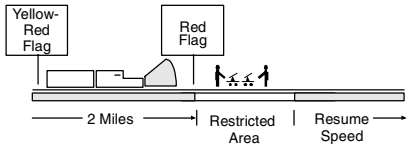
5.4.3 Display of Yellow-Red Flag

Maintenance of Way employees may display yellow-red flags from one hour before to one hour after a track bulletin Form B is in effect. During that time, trains may accept verbal permission from the employee in charge as outlined in Rule 15.2 (Protection by Track Bulletin Form B).

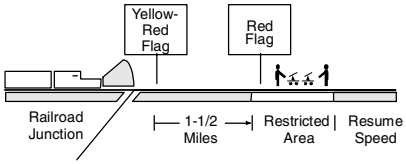
The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the track bulletin Form B.

A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area.
Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 2 miles before the restricted area.



Less Than Two Miles Ahead of Restricted Area.
When the restricted area is close to a terminal, junction, or another area, employees will display the yellow-red flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.



B. Restriction Is Not Specified in Writing
When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Move at restricted speed.

2. Increase speed only after:
   a. A crew member has received permission from the employee in charge.
   or
   b. The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

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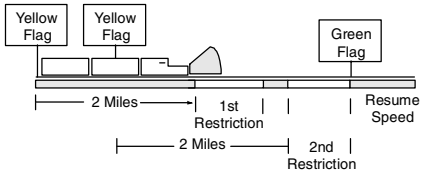
5.4.5 Display of Green Flag

A green flag indicates the end of a temporary speed restriction. If a series of locations require reduced speeds the green flags could overlap yellow flags. When this is the case, employees must:

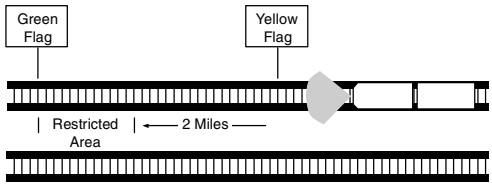
- Place a yellow flag before each speed restriction.
- Place a green flag at the end of the last speed restriction



5.4.6 Display of Flags Within Current of Traffic

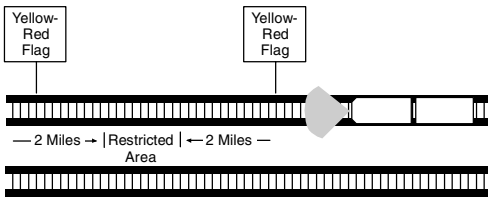
A. Yellow and Green Flags

Flags for temporary speed restrictions will only be placed for trains moving with the current of traffic.



B. Yellow-Red Flags

Flags protecting men or equipment must be placed in both directions on each track affected.



5.4.7 Display of Red Flag or Red Light

A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or red light and not proceed unless the employee in charge gives verbal permission, including the milepost location of the red flag or red light. If permission to proceed is received before the train stops, the train may pass the red flag or red light without stopping.

If track bulletin Form B is not in effect, permission must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag or red light, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

5.4.8 Flag Location

Flags will be displayed only on the track affected. However, when yellow, yellow-red, or red flags or red lights are used for protection without a track bulletin, track warrant, or general order, these flags must be placed to protect all possible access to the restricted area.

Flags or red lights must be displayed to the right of the track as viewed from an approaching train. In multiple main track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Red flags or red lights may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags or red lights will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order.

When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

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5.5 Permanent Speed Signs

Permanent speed restriction signs will be placed in advance of permanent speed restrictions. Numbers on the face of these signs indicate the highest speed permitted over the limits of the restriction.

Two Sets of Numbers

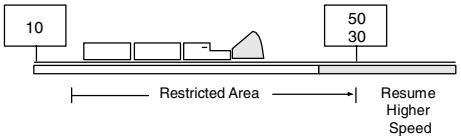
When two sets of numbers are shown, the greater number governs trains consisting entirely of passenger equipment. The lesser number governs all other trains.

Resume Speed Signs

A permanent resume speed sign or a speed sign showing a higher speed will be placed at the end of each restriction.

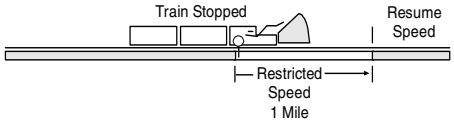
Crew members must not exceed the speed shown on each permanent speed restriction sign until the rear of the train:

- Has passed a permanent resume speed sign or a sign showing a higher speed.
  or
- Has cleared the limits of the restriction.

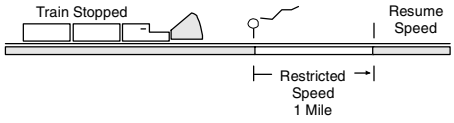


5.6 Unattended Fusee

If a train approaches an unattended Fusee burning on or near its track, the train must stop before passing the fusee, if consistent with good train handling.

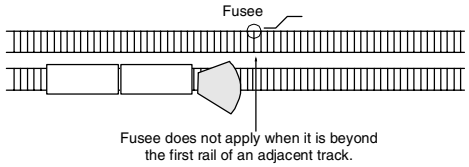


A train moving at restricted speed must stop before passing the fusee.



After the fusee burns out, or after 10 minutes if the fusee is not visible, the train must proceed at restricted speed until the head end is 1 mile beyond the fusee.

If the unattended burning fusee is beyond the first rail of an adjacent track, the fusee does not apply to the track on which the train is moving.



Do not place fusees where they may cause fires.

5.8 Bell and Whistle Signals

5.8.1 Ringing Engine Bell

Ring the engine bell under any of the following conditions:

- Before moving, except when making momentary stop and start switching movements.
- As a warning signal anytime it is necessary.
- When approaching men or equipment on or near the track.
- When whistle signal (7) is required.
- Approaching public crossings at grade with the engine in front and sounding of the whistle is prohibited, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before crossing to provide warning. Continue ringing bell until the crossing is occupied.

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5.8.2 Sounding Whistle

The whistle may be used at anytime as a warning regardless of any whistle prohibitions.

When other employees are working in the immediate area, sound the required whistle signal before moving.

Other forms of communications may be used in place of whistle signals, except signals (1), (7), and (8). See following chart.

The required whistle signals are illustrated by "o" for short sounds and "—" for longer sounds:

	Sound	Indication
(1)	Succession of short sounds	Use when persons or livestock are on the track at other than road crossings at grade. In addition, use to warn railroad employees when an emergency exists, such as a derailment. When crews on other trains hear this signal, they must stop until it is safe to proceed.
(2)	—	When stopped: air brakes are applied, pressure equalized
(3)	— —	Release brakes. Proceed.
(4)	o o	Acknowledgment of any signal not otherwise provided for.
(5)	o o o	When stopped: back up. Acknowledgment of hand signal to back up.
(6)	o o o o	Request for signal to be given or repeated if not understood.
(7)	— — o —	Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 59 MPH, start signal at the crossing sign or not more than 1/4 mile before the crossing if no sign. Prolong or repeat signal until engine occupies the crossing.
(8)	— o	Approaching men or equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound whistle signal (4) intermittently until the head end of train has passed the men or equipment.

5.9 Headlight Display

Turn the headlight on bright to the front of every train, except when the light must be dimmed as outlined in Rule 5.9.1 (Dimming Headlight) or turned off as outlined in Rule 5.9.2 (Headlight Off).

5.9.1 Dimming Headlight

Approaching public crossings at grade with engine in front, the headlight must be on bright at the crossing sign. If no sign, or if movement begins between sign and crossing, the headlight must be on bright soon enough before the crossing to provide warning. Except when the engine is approaching and passing over a public crossing at grade, dim the headlight during any of the following conditions:

1. At stations and yards where switching is being done.
2. When stopped close behind a train.
3. When stopped on the main track waiting for an approaching train. However, when stopped in block system limits, turn the headlight off at the radio request of the crew of an approaching train, until the head end of the train passes.
4. When approaching and passing the head end of a train on the adjacent track.
5. At other times to permit passing of hand signals or when the safety of employees requires.
6. When left unattended on a main track in non-signaled territory.

5.9.2 Headlight Off

Turn the headlight off under either of the following conditions:

1. The train is stopped clear of the main track.
2. The train is left unattended on the main track in block system limits.

5.15 Improperly Displayed Signals

If a signal is improperly displayed, or a signal, flag, or sign is absent from the place it is usually shown, regard the signal as displaying the most restrictive indication it can give. However, if a semaphore arm is visible, it will govern.

Promptly report improperly displayed signals or absent fixed signals, flags, or signs to the train dispatcher.

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6.0 Movement of Trains and Engines
6.2 Initiating Movement

Before initiating movement on a main track, a crew member must:

- Receive a track warrant.
  or
- Determine from the train dispatcher or yardmaster if any track bulletins are needed.

6.2.1 Train Location

Train or maintenance of way employees who receive authority to occupy the main track after arrival of a train or to follow a train must ascertain the trains location by one of the following methods:

- Visual identification of the train.
- Direct communication with a crew member of the train.
  or
- Receiving information about the train from the train dispatcher or control operator.

6.3 Main Track Authorization

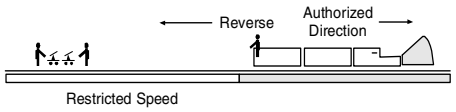
- Do not occupy main tracks unless authorized by one of the following:
- Rule 6.13 (Yard Limits)
- Rule 6.14 (Restricted Limits)
- Rule 6.15 (Block Register Territory)
- Rule 9.14 (Movement with the Current of Traffic)
- Rule 9.15 (Track Permits)
- Rule 10.1 (Authority to Enter CTC Limits)
- Rule 14.1 (Authority to Enter TWC Limits)
- Rule 14.6 (Movement Against the Current of Traffic)
- Rule 15.3 (Authorizing Movement Against the Current of Traffic)
- Rule 15.4 (Protection When Tracks Removed from Service)
- Rule 16.1 (Authority to Enter DTC Limits)
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- Special instructions or general order

When unable to obtain authority and it is necessary to foul or occupy a main track in ABS, protection must be provided in both directions as outlined under Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

Written authorities that are no longer in effect must be retained until the end of tour of duty, unless otherwise instructed by the train dispatcher.

6.4 Reverse Movements

Make reverse movements on any main track, controlled siding or on any track where a block system is in effect at restricted speed and only within the limits a train has authority to occupy the track.



6.4.1 Permission for Reverse Movements

Obtain permission from the train dispatcher or control operator before making a reverse movement, unless the movement is within the same signaled block.

When a train or engine is advised that working limits have been established behind their train, obtain permission from the employee in charge to make any reverse movements, including within the same signaled block.

6.4.2 Movements Within Control Points or Interlockings

A. Control Points or Manual Interlockings
Except within track and time limits, if movement stops while the trailing end is between the outer opposing absolute signals of a control point or manual interlocking, the movement must not change direction without permission from the control operator.

B. Automatic Interlockings
At an automatic interlocking, the train movement may change direction within the limits of the interlocking if it continuously occupies at least one car length of the limits.

6.5 Handling Cars Ahead of Engine

When cars or engines are shoved and conditions require, a crew member must provide protection for the movement. Cars or engines must not be shoved to block other tracks until it is safe to do so.

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.

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6.5.1 Remote Control Movements

Remote control movements are considered "shoving" movements, except when the remote control operator controlling the movement is riding the leading engine in the direction of movement. Before initiating movement, the remote control operator or a crew member must be in position to visually observe the direction the equipment moves.

Relief of Providing Protection

The remote control operator is relieved from the requirement to stop within half the range of vision for movements with engine on leading end when:

1. The remote control zone has been activated.

2. Switches/derails are known to be properly lined.

3. Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.

This process must be repeated each time the remote control zone is activated.

6.6 Picking Up Crew Member

A train may back up on any main track or on any track where CTC is in effect to pick up a crew member under the following conditions:

1. The train dispatcher gives permission to make the movement and verifies the following:
   a. Another authority is not in effect within the same or overlapping limits unless conflicting movements are protected.
   b. A track bulletin Form B is not in effect within the same or overlapping limits.
   c. A main track is not removed from service by a track bulletin within the same or overlapping limits.
2. Movement is limited to the train's authority.
3. Movement does not enter or foul a private or public crossing except as provided by Rule 6.32.1 (Cars Shoved, Kicked or Dropped).
4. Movement will not be made into or within yard limits, restricted limits, interlocking limits, drawbridges, railroad crossings at grade or track bulletin Form B limits.
5. Movement does not exceed the train's length.

When movement is made under these conditions, restricted speed does not apply. Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed, without stopping.

6.7 Remote Control Zone

A. Entering Remote Control Zone

Before entering a remote control zone, all employees that are not part of the remote control crew must determine whether the zone is activated. Employees may receive this information from the remote control operator, other authorized employee, or special instructions.

When the remote control zone is activated, track(s) within the zone must not be fouled with equipment, occupied, or switches operated until the remote control zone has been deactivated or permission is granted by the remote control operator to enter the remote control zone.

Protection must be provided while other employees are in the remote control zone. The remote control operator must know the track is clear and switches are properly lined after other employees are clear of the remote control zone.

B. Transfer of an Active Remote Control Zone

An active remote control zone may be transferred to other remote control operators. A job briefing must be conducted each time the zone is transferred between remote control operators and, if applicable, other authorized employee.

C. Deactivating Remote Control Zone

When the remote control operator ends the tour of duty, the remote control zone must be deactivated except the remote control zone may remain active if:

- Transferred.
  or
- Special instructions specify the hours the remote control zone is active.

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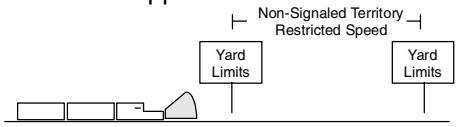
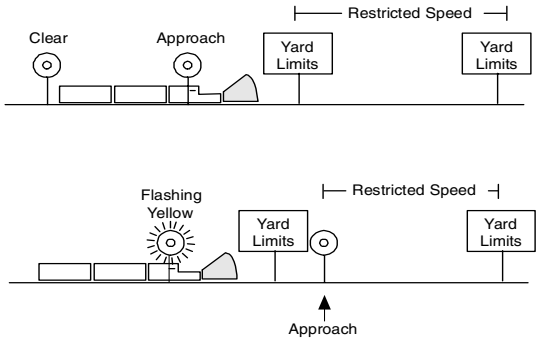
6.13 Yard Limits

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them.

All movements entering or moving within yard limits must be made at restricted speed unless operating under a block signal indication that is more favorable than Approach.



Upon observing or having advance knowledge that a block signal may require restricted speed due to yard limits, if entering or within yard limits, the movement must be at restricted speed at that block signal, or as soon as possible thereafter, consistent with good train handling.



Yard limits remain in effect continuously unless otherwise specified by special instructions or track bulletin.

Against the Current of Traffic

Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.

In CTC Territory

Where yard limits are in effect in CTC territory, the control operator must authorize any movement on the main track. Reverse movements within the same block may be made as outlined in Rule 6.4.1 (Permission for Reverse Movements).

In Track Permit Territory

Where yard limits are in effect in Rule 9.15 (Track Permit) territory, all movements must receive permission from the control operator to enter the main track or to cross over from one main track to another as follows:

- A controlled signal displays a proceed indication.
- A track permit is issued.

  or
- Verbal permission is granted if no track permit is in effect. Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch) applies.

6.23 Emergency Stop or Severe Slack Action

When a train or engine is stopped by an emergency application of the brakes or severe slack action occurs while stopping, take the following actions:

Obstruction of Main Track or Controlled Siding

If an adjacent main track or controlled siding may be obstructed, immediately:

- Warn other trains by radio, stating the exact location and status of the train and repeat as necessary.
- Place lighted fusees on adjacent tracks.
- Notify the train dispatcher or control operator and, when possible, foreign line railroads if necessary.

Warning to other movements is no longer necessary when:

- It is known adjacent tracks are not obstructed.

  or
- The train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Inspection of Cars and Units

- All cars, units, equipment, and track must be inspected as outlined in the:
  - -- Special instructions.
  - -- Air brake and train handling rules.

Train on Adjacent Track

A train on an adjacent track that receives radio notification must pass the location specified at restricted speed and stop short of any portion of the stopped train fouling their track. When advised that the track is clear and it is safe to proceed, this restriction no longer applies.

6.27 Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal

  or
- Derail or switch lined improperly.

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When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

6.28 Movement on Other than Main Track

Except when moving on a main track or on a track where a block system is in effect, trains or engines must move at a speed that allows them to stop within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.
- or
- Derail or switch lined improperly.

6.30 Receiving or Discharging Passengers

A. Passenger Crew Responsibilities

When approaching a station to receive or discharge passengers, determine if the train is routed on the track nearest the station platform. If other trains could pass on a main track or controlled siding between the passenger train and the station platform:

- Communicate with the train dispatcher to determine whether any trains are approaching between the train and the station platform.
- Do not make the station stop until assured that trains will not pass between the train and the station platform.

If unable to communicate with the train dispatcher, the station stop may be made after the crew determines that no trains are approaching on the track between the train and the station platform.

Before making the station stop, the conductor must assign crewmember responsibilities to ensure passenger safety. If during the station stop a train is seen or heard approaching, crewmembers must take immediate action to keep passengers from fouling the affected track.

B. Responsibilities of Approaching Movements

When notified that a passenger train will be at a station, do not pass between station platform and a passenger train until assured that all passengers and employees have cleared the track between the passenger train and the station platform. Movement may then pass when preceded by an employee walking ahead of the movement.

C. Other than Main Track Movements

A movement must not pass between a passenger train and the station platform being used unless safeguards are provided.

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6.32 ROAD CROSSINGS

6.32.2 Automatic Warning Devices

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the main track or siding.

  or
- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher or proper authority by the first available means of communication. Notify all affected trains as soon as possible

A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing.

Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning	
If	**Then**
The crew is notified that the crossing warning system has an activation failure or that the crossing warning system has been disabled, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.
The crew is notified that the crossing warning system is malfunctioning, and an equipped flagger is not at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. or If devices are seen to be working or when instructed by the train dispatcher or proper authority, proceed over the crossing at 15 MPH without stopping until the head of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one quipped flagger who is unable to provide warning in all directions of approaching traffic.	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping
Note: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt or orange jacket. At night the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night.	

When advised by the train dispatcher or proper authority that the automatic warning devices are repaired or returned to service, these restrictions no longer apply.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

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9.0 Block System Rules

9.4 Improperly Displayed Signals or Absent Lights

Except as shown in block, cab, and interlocking signal aspects in the special instructions, if a light is absent or a white light is displayed where a colored or lunar light should be, regard a block or interlocking signal displaying the most restrictive indication it can give. However, when the semaphore arm position is plainly seen, that aspect will govern.

9.5 Where Stop Must Be Made

When movement is being made beyond a block signal requiring a train to be prepared to stop at the next signal, the stop must be made before any part of a train passes the block signal requiring the train to stop.

If a train overruns any block signal that requires it to stop, the crew must:

- Warn other trains at once by radio.
- Stop the train immediately.
- Report it to the train dispatcher.

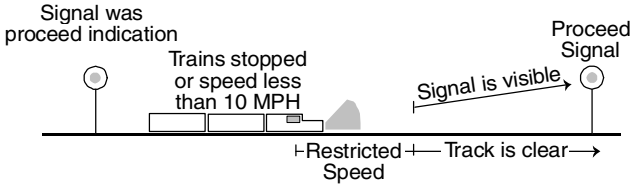
9.8 Next Governing Signal

A train may comply with the next signal's indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

9.9 Train Delayed Within a Block

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 10 MPH, the train must:

A. ABS
Proceed at restricted speed. The train must maintain this speed until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.



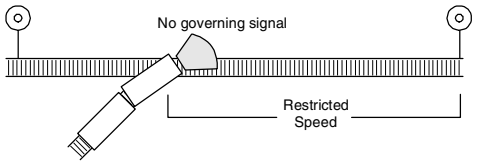
B. CTC or Manual Interlocking Limits
Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

C. ACS
Operate according to cab signal indication.

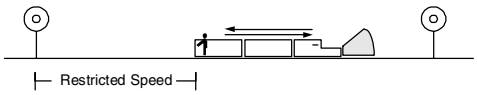
9.10 Initiating Movement Between Signals

When one of the following occurs, move at restricted speed until the leading wheels have passed the next governing signal or the end of the block system:

- The train enters a block with no governing signal.



- The previous signal indication is unknown.
- A change of direction is made within a block.



Exception:
If a train is within ACS territory and a cab signal device is cut in and operative, the train may operate according to the cab signal indication after moving a distance equal to its own length or to the next governing signal.

9.11 Movement from Signal Requiring Restricted Speed

When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

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9.12 Stop Indications

9.12.1 CTC Territory

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator, unless the train is:

  - Within track and time limits
    or
  - Entering track and time limits from any point other than either end of the track and time limits.

- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CTC where applicable.

- When the train receives these instructions: "After stopping, (train) at (location) has authority to pass signal displaying Stop indication," specifying the route where applicable, the train must move at restricted speed.

Exception:
Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed in the same limits, advising both crews of movement to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

9.12.2 Manual Interlockings

At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator.

- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of interlocking limits where applicable.

- The control operator may authorize the train to proceed by using hand signals or the following words, "After stopping, (train) at (location) has authority to pass signal displaying Stop indication," specifying the route where applicable. The train must move at restricted speed.

- If the signal governs movement over a drawbridge, a crew member must verify that the bridge is in the proper position for the train to pass. Before proceeding into or continuing in CTC territory, the manual interlocking control operator must be sure that the CTC control operator has given authority to proceed.

Exception:
Conflicting Movement. When the control operator has stopped a conflicting movement, he may then authorize another train to proceed, advising both crews of movements to be made. If the stopped movement is later permitted to proceed, that train must move at restricted speed until its leading wheels have passed the next governing signal or the end of the block system.

9.12.3 Automatic Interlockings

At a signal displaying a Stop indication, the crew will be governed by instructions in the release box, special instructions, or other instructions. After complying with the instructions that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed. However, if there is a conflicting movement, the train must not proceed until the movement has passed or stopped, and both crews agree on the next movement.

9.12.4 ABS Territory

At a signal displaying a Stop indication outside interlocking limits, the train will be governed as follows:

A. Main Track
On a main track, except where Rule 9.14 (Movement with the Current of Traffic) is in effect after stopping, a train authorized beyond the signal must comply with one of the following procedures:

1. Proceed at restricted speed, if authority beyond the signal is joint with other trains or employees.

2. Proceed at restricted speed to permit an engine, with or without cars, to couple to its train or to a standing cut of cars, if the track between the engine and cars is clear.

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3. Proceed at restricted speed when a crew member has contacted the train dispatcher and obtained permission to pass the Stop indication. however if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, then proceed at restricted speed.

B. Movement with the Current of Traffic

On a main track where Rule 9.14 (Movement with the Current of Traffic) is in effect, after stopping a crew member must contact the train dispatcher or control operator and obtain permission to pass the Stop indication, then proceed at restricted speed. However, if the signal governs movement to a single main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch), then proceed at restricted speed.

C. Siding or Other Track

If the signal governs movements from a siding or other track to the main track, comply with Rule 9.17 (Entering Main Track at Hand-Operated or Spring Switch), then proceed at restricted speed.

9.13 When Instructed to Operate Dual Control Switches by Hand

If the control operator cannot line the dual control switch to the desired position, or the control machine does not indicate that the switch is lined and locked, the control operator must authorize movement past the Stop indication and instruct the employee to operate the switch by hand. Movement may then proceed to that switch.

Before passing over the switch, the train must stop and the employee must operate the switch by hand as outlined in Rule 9.13.1 (Hand Operation of Dual Control Switches). After at least one unit or car has passed over the switch points, the employee must return the switch to power unless otherwise instructed by the control operator.

9.13.1 Hand Operation of Dual Control Switches

An employee must get permission from the control operator to operate a dual control switch by hand. Operate the switch as follows:

- Unlock the switch lock.
- Place the selector lever in the HAND position or remove the hand crank from the holder.
- Operate the hand throw lever until the switch points are seen to move when the lever is operated, even if the switch is lined for the intended route.
- Line the switch for the intended route, or insert the crank on the shaft and turn the crank as far as it will turn until the switch is in the desired position. Remove the crank from the shaft, but do not return it to the crank holder.
- Return the switch to power by restoring the selector lever to the POWER or MOTOR position and lock. Or, return the crank to the holder and secure it with the switch lock. Notify the control operator after power to the switch is restored.

When the selector lever is in the HAND position or the crank has been removed from the holder, signals governing movements over the switch will display Stop indication, and movements will be governed by hand signals. Notify the engineer, if possible, when the switch is in hand operation and when it has been restored to power operation.

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10.0 Rules Applicable Only in Centralized Traffic Control. (CTC)

10.1 Authority to Enter CTC Limits

CTC limits are designated in the timetable. Sidings within CTC limits are controlled sidings and are governed by CTC rules. A train must not enter or occupy any track where CTC is in effect unless:

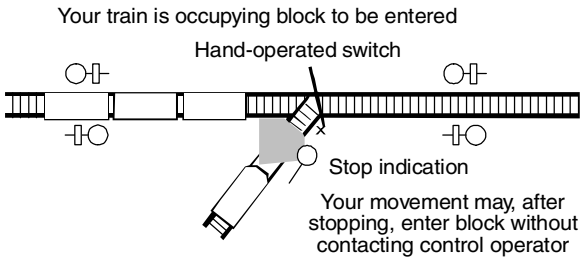
- A controlled signal displays a proceed indication.
  or
- Verbal authority is granted as follows:
  - The control operator authorizes movement past a Stop indication under Rule 9.12.1 (CTC Territory).
  - The control operator authorizes the train to enter tracks between block signals by stating, "(Train) at (location) has authority to enter (track) and proceed (direction)." After entering the track, the train is authorized to move only in the direction specified.

    or
  - The control operator grants track and time under Rule 10.3 (Track and Time)

Signal Governing Movement Over a Hand-Operated Switch

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter the main track or controlled siding before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 5 minutes at the switch. After the 5 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

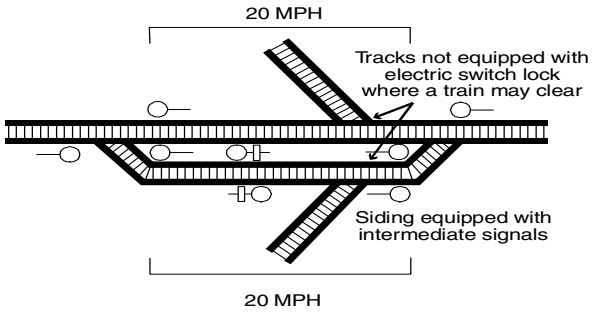
However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 5 minutes and without contacting the control operator.


Your train is occupying block to be entered
Hand-operated switch
Stop indication
Your movement may, after stopping, enter block without contacting control operator

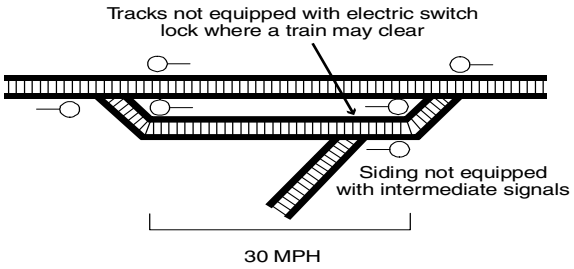
10.2 Clearing Through Hand-Operated Switches

Where CTC is in effect, a train must not clear in any track at a hand-operated switch not equipped with an electric switch lock, except under one of the following conditions:

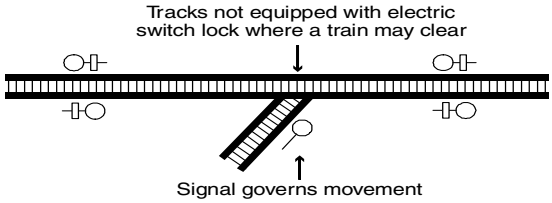
- Where the maximum authorized speed does not exceed 20 MPH on the main track or a controlled siding equipped with an intermediate signal.


20 MPH
Tracks not equipped with electric switch lock where a train may clear
Siding equipped with intermediate signals
20 MPH

- Where the maximum authorized speed does not exceed 30 MPH on a controlled siding not equipped with an intermediate signal.

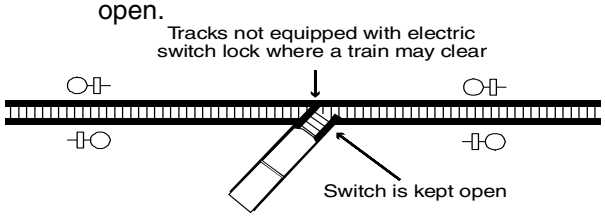

Tracks not equipped with electric switch lock where a train may clear
Siding not equipped with intermediate signals
30 MPH

- Where a signal governs movement to a track where CTC is in effect.



or

- When the hand-operated switch is kept open.



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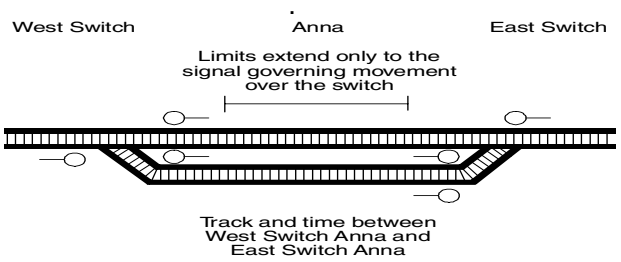
10.3 Track and Time

The control operator may authorize a train to occupy a track or tracks within specified limits for a certain time period. Authority must include track designation, track limits, and either a time limit or the words “until released”. The train may use the track in either direction within the specified limits according to signal indication until the limits are verbally released.

Limits designated by a switch extend only to the signal governing movement over the switch unless otherwise designated.


West Switch
Anna
East Switch
Limits extend only to the signal governing movement over the switch
Track and time between West Switch Anna and East Switch Anna

Track and time does not authorize trains to occupy the tracks within interlocking limits.

A. Passing Signal Displaying Stop or Stop and Proceed Indication

Except at interlockings, trains granted track and time:

1. After stopping at a signal displaying a Stop indication, must be granted verbal authority to enter the limits at either end. Verbal authority is not required after stopping within the limits or when entering the limits at any other locations. Train must move at restricted speed.

2. Must observe the requirements for inspection of spring switches.

3. May pass a signal within the limits displaying Stop and Proceed indication without stopping.

B. Additional Time

Trains must release track and time before the time granted expires. If the train requires additional time, a crew member must obtain authority from the control operator before time expires. If the crew member cannot contact the control operator and time limits expire, authority is extended until the control operator is contacted.

C. Releasing When Within the Limits

If no other employee has received track and time within the same limits, a train may release track and time to move in a specified direction. Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

Employees releasing track and time must state:

- Their name or other identification.
- The track and time limits being released, including number, if applicable.

D. Releasing Portion of Limits

When a crew member informs the control operator that the authority is released between two specific points, the authority is considered void between those points. This track release must begin at the outer limit of the authority

10.3.2 Protection of Machines, Track Cars, or Employees

Machines, track cars, or employees will receive track and time in the same manner as trains.

Machines, track cars, or employees must be clear of the limits before the employee granted track and time releases the authority.

10.3.3 Joint Track and Time

Before track and time is granted where limits will be jointly occupied, the control operator must issue joint track and time to all trains, machines, track cars or employees within the same limits or that will enter the limits. Trains must move at restricted speed within joint track and time limits.

10.3.4 Track and Time Acknowledgment

Track and time authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon.

The control operator must maintain a record of authority granted.

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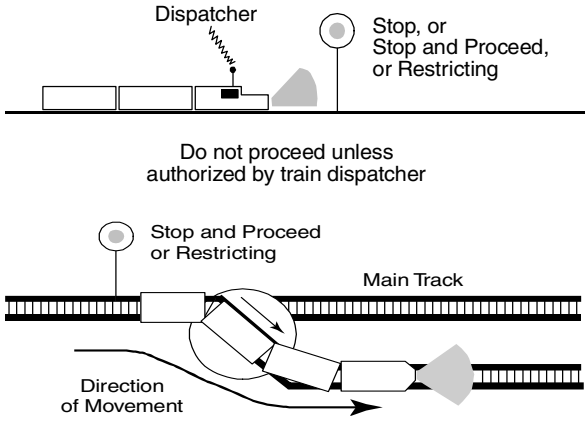
11.0 Rules Applicable in ACS, ATC and ATS Territories

11.1 Establishing Absolute Block

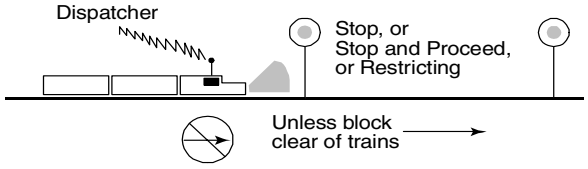
Absolute block may be established in advance of a train. The train dispatcher can establish it verbally or by issuing a track bulletin addressed only to the train affected by stating, “Absolute block is established in advance of your train between _____ and _____.”

11.2 Signal Indications with Absolute Block

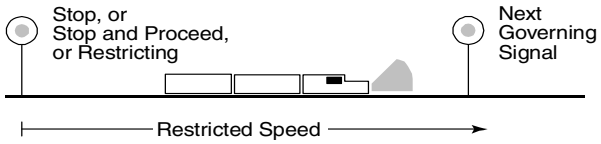
When absolute block is established in advance of a train, the train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may leave the main track through a switch that is immediately after a signal indicating Stop and Proceed or Restricting.



When absolute block is established in advance of a train, the train dispatcher must not authorize the train to pass a signal indicating Stop, Stop and Proceed, or Restricting until the block governed by that signal is clear of trains.



If authorized to pass the signal, the train must proceed at restricted speed until it reaches the next governing signal.



14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

14.11 Changing Track Warrants

Employees must not add to or alter the track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins).

When the limits or instructions of a track warrant must be changed, a new track warrant must be issued showing, “Track Warrant No._____ is void” and the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

14.12 Voiding Track Warrants

A crew member must write “VOID” across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.

14.13 Mechanical Transmission of Track Warrants

Repetition is not required when track warrants are transmitted mechanically. The “OK” time will be given when the track warrant is issued. The space for the name of the copying employee may be left blank.

Track warrants that restrict the authority or movement of a train must not be transmitted mechanically, unless the train being restricted will not leave the point without receiving the track warrant.

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15.0 Track Bulletins Rules

15.1 Track Bulletins

Track bulletins must not be changed unless specified by Rules 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or Rule 15.13 (Voiding Track Bulletins). The train dispatcher will issue track bulletins as required. Track bulletins will contain information on all conditions that affect safe train or engine movement. Forms other than track bulletin Forms A and B may be used when necessary.

Receipt and Comparison of Track Bulletins
The conductor and engineer must receive a track warrant at their initial station unless otherwise instructed by the train dispatcher. All track bulletins that affect their train's movement must be listed on the track warrant, unless the track warrant shows "NONE" or "NO." The conductor and engineer must have copies of all track bulletins listed and other instructions required. Each crew member must read and understand them.

All crew members are responsible for complying with the requirements of track bulletins and reminding each other of those requirements.

At the initial station, when outbound crew members receive track warrants and track bulletins from inbound crew members, the conductor and engineer must compare the track warrants and track bulletins with each other and with the train dispatcher before proceeding.

At locations where track warrants listing track bulletins are received by printer or fax, crew members must verify that route description, if printed, covers the intended route of their train. If it does not, contact the train dispatcher and determine if the track warrant is valid. Also, crew members must check the date and "OK" time on the track warrant and if the track warrant is over 4 hours old, contact the train dispatcher and determine if additional track bulletins are needed.

15.1.1 Changing Address of Track Warrants or Track Bulletins

If the address must be changed on a track warrant used to deliver track bulletins only or a track bulletin that does not grant authority according to Rule 15.3 (Authorizing Movement Against the Current of Traffic), the train dispatcher may verbally change the train symbol, engine identification, direction, or date.

15.2 Protection by Track Bulletin Form B

Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag).

A crew member must attempt to contact the employee in charge of a track bulletin Form B by radio, to avoid delay before entering the limits, giving the trains location and track being used.

While trains are within the limits during the time stated in track bulletin Form B, they must move at restricted speed until leading wheels have cleared the limits unless instructed otherwise by the employee in charge as stated in Item A (Verbal Permission).

A. Verbal Permission
When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using track bulletin No. _____ (and/or Line No.____) between MP _____ and MP _____ (specifying subdivision when necessary)."

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- "(Train) may pass the red flag, (or red light) located at MP _____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one the following:

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary).

Unless otherwise restricted, the train may proceed at the speed specified.

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized.

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15.2 Protection by Track Bulletin Form B - A. Verbal Permission – continued

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- "(Train) must proceed at restricted speed but not exceeding _____ MPH. (specifying distance and track when necessary)".

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- "(Train) must stop at (location) for additional instructions

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route.

C. Stop Column

When "STOP" is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light may be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by the employee in charge.

D. Entering Within Limits

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

15.4 Protection When Tracks Removed from Service

Before a track is removed from service it must be protected.

A track bulletin may protect tracks removed from service by designating the track and naming the points at each end of the track. Trains must not use this track, unless the track bulletin states the name or title of an employee who may authorize use, and this person directs all movement. Movements must be made at restricted speed.

Proper authority must also be received to pass an absolute signal displaying a Stop indication to enter the out of service track. Except at interlockings, after stopping, movements may pass Stop indications within the out of service limits. Movements within the out of service limits may pass Stop and Proceed indications without stopping.

When required, the train dispatcher must advise crews of alternate routes and switch positions.

15.6 Change of a General Order, Special Instruction or Rule

When authorized by the designated manager, a track bulletin may be used to issue, change, or cancel general orders, special instructions, or rules.

General orders or special instructions cancelled by track bulletins must not be reinstated. The track bulletin must remain in effect until the general order that contains the change is posted.

15.7 Copying Track Bulletins

The conductor and the engineer must each have a copy of the track bulletins issued to their train, and each crew member must read and understand them. The copy must show the date, location, and name of the employee who copied it. The following must occur when track bulletins are transmitted verbally:

1. An employee will enter all of the information on the track bulletin.
2. The employee will repeat the information to the train dispatcher.
3. The train dispatcher will check it and, if correct, will say "OK" and give the time and his initials.
3. The employee will enter the OK time and the train dispatchers initials on the track bulletin and repeat them to the train dispatcher.

Employees may relay track bulletins.

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15.10 Retaining Track Bulletins

Employees must keep and comply with track bulletins on all trips during the tour of duty when track bulletins were received.

When directed by the train dispatcher, track bulletins may be retained for use during the next tour of duty. Before initiating movement on the main track on the next tour of duty, a crew member must verify from the train dispatcher that no additional track bulletins are needed.

15.11 Restriction to Crew Members

The train dispatcher will not transmit a restricting track warrant or track bulletin to a train near a point where the restriction applies, until the engineer or conductor confirms that they can comply with it.

15.12 Relief of Engineer or Conductor During Trip

When a conductor, engineer, or both are relieved before a trip is finished, they must deliver all track warrants, track bulletins, and instructions to the relieving conductor or engineer.

If they cannot personally deliver the track warrants or track bulletins to the relieving crew, the conductor will leave them at a location designated by the train dispatcher.

If track warrants and track bulletins have not been received, the relieving crew must attempt to contact the train dispatcher before departing from their originating terminal.

Comparison of Information
The relieving conductor and engineer must compare track warrants, track bulletins, instructions, and pertinent information with each other and with the train dispatcher before proceeding.

15.13 Voiding Track Bulletins

To void a numbered line on a track bulletin, a part of a track bulletin, or an entire track bulletin, the train dispatcher may do one of the following:

A. Voiding Track Bulletins Verbally

Void the track bulletin by verbally using one of the following examples:

1. "Line (number) of track bulletin No.____ reading (quote the line to be voided) is void."

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "VOID" in the margin to the left of the line made void.

2. "That part of track bulletin No.____ reading (quote the part to be voided) is void."

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must draw a line through the portion made void.

3. "Track bulletin No._____ is void."

An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "VOID" across each copy of the track bulletin being voided.

B. Issue Track Bulletin or a Track Warrant to Void a Track Bulletin

Issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

1. "Line (number) of track bulletin No.____ is void."

The employee will keep a copy of the track warrant or track bulletin that made it void and will write "VOID" in the margin to the left of the line made void.

2. "That part of track bulletin No.____ reading (quote the part to be voided) is void."

The employee will keep a copy of the track warrant or track bulletin that made it void and will draw a line through the portion made void.

3. "Track bulletin No.____ is void."

The employee will keep a copy of the track warrant or track bulletin that made it void and will write "VOID" across each copy of the track bulletin being voided.

The track bulletin or the part of the track bulletin indicated will no longer be in effect.

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17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory

17.1 Automatic Train Control Territory

ATC territory is specified in special instructions. An engine must not be operated in ATC territory if it is not equipped with an operable ATC system unless otherwise authorized by special instructions or the train dispatcher.

17.2 Taking Charge

When taking charge of an engine equipped with ATC in ATC territory or entering such territory, engineers must know that:

1. The ATC system is cut in and sealed or locked on engines equipped.

2. The following devices are sealed (on engines equipped) with a mechanical seal:
   - Speed indicator case.
   - Speed indicator cables.
   - High speed whistle cutout cock.

17.3 Cut in and Cut out Requirements

The ATC system, in part or in its entirety, must not be cut out in ATC territory unless:

- Authorized by the train dispatcher.

  or
- It has failed.

The train dispatcher may authorize a crew member to cut out ATC system when:

- It has failed.

  or
- Required for movements against the current of traffic at speeds above restricted speed.

A. Cutting in ATC

To cut in ATC:

1. Turn on the ATC system.

2. Acknowledge when the acknowledging horn sounds.

3. Cut in the ATC actuator and seal or lock on engines equipped.

B. Cutting Out ATC

To cut out ATC:

1. Break the seal or unlock and cut out the ATC actuator on engines equipped.

2. Turn off the power to the ATC system.

If ATC is cut out due to failure enroute, at the next stop engineer must cut in the ATC to determine if it is again operable.

17.4 Departure Test Requirements

A departure test is required:

- Before entering ATC territory.

  or
- When the ATC is cut in after being cut out enroute within ATC territory.

A. Energized Test Loop

While the engine is standing on energized test loop:

1. The cab signal should display a Clear aspect.

2. When the test loop is de-energized or when the engine is moved off of the test loop, the aspect will change to a Restricting and the acknowledging horn will sound. Do not acknowledge the horn and do not move the brake valve handle.

3. A penalty brake application should occur within 8 seconds.

4. Recover the air.

5. When the horn sounds again, acknowledge to prevent a penalty brake application.

Note: To recover the air after an ATC penalty brake application, acknowledge the horn or alarm and move the brake valve handle to SUPPRESSION until the PCS light has gone out. The brakes may then be released.

B. De-energized Track

When engine is standing on de-energized track:

1. Release the brakes, but do not acknowledge the acknowledging horn.

2. A penalty brake application should occur within 8 seconds.

3. Recover the air.

4. When horn sounds again, acknowledge to prevent a penalty brake application.

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17.5 High Speed Setting

When a cab signal displays a Clear aspect and the train speed exceeds the high-speed setting, a high-speed whistle will sound continuously. This will require a SUPPRESSION brake application within 6 seconds to prevent a penalty brake application.

17.5.1 Over 40 MPH

The high speed whistle will sound when the speed is more than 40 MPH when the cab signal changes to a Restricting aspect.

1. Move the brake valve handle to SUPPRESSION within 6 seconds to prevent a penalty brake application.

2. When speed is reduced to less than 40 MPH, the high speed whistle will stop and the acknowledging horn will sound.

3. Acknowledge this horn. If the cab signal continues to display Restricting, speed must immediately be reduced to restricted speed.

If restricted speed is not reached within 70 seconds after the acknowledging horn was acknowledged, a penalty brake application will occur unless the brake valve handle is in SUPPRESSION.

17.5.2 Under 40 MPH

The acknowledging horn will sound if the cab signal changes from Clear to Restricting when the speed is under 40 MPH.

1. Acknowledge the horn within 6 seconds to prevent a penalty brake application.

2. If the cab signal continues to display Restricting, train speed must immediately be reduced to restricted speed.

If restricted speed is not reached within 70 seconds after the acknowledging horn was acknowledged, a penalty brake application will occur unless the brake valve handle is in SUPPRESSION.

17.5.3 Restricting Aspect

While the cab signal continuously displays a Restricting aspect, the acknowledging horn will sound approximately every 90 seconds to alert the crew members of the restriction. When the speed is approaching the restricting over speed setting, the low speed whistle will sound intermittently to alert crew members that speed must be reduced.

17.6 Conforming with Block Signals

Cab signal indications do not supersede the indication displayed on block and interlocking signals. However, train speed may be increased when:

- Cab signal changes from Restricting to Clear where a block or interlocking signal is not located, but only after the train moves a distance equal to its length or reaches the next governing block signal or identified cab signal aspect change point.
- Cab signal changes from Restricting to Clear while train is stopped.

  or
- Initiating movement.

Note: When the cab signal cycles from Clear to Restricting and immediately back to Clear, the train may continue at normal speed.

17.6.1 Approaching Diverging Route

When the cab signal changes from Restricting to Clear after engine passes a signal displaying an Approach or a more restricting indication and the next signal can display an indication for a diverging route, the train must approach the next signal at the speed prescribed for the most restrictive route at that location. However, if the signal is seen to display an indication for a more favorable route, the speed for that route governs.

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17.7 ATC Failure/Cut-out Enroute

When any part of the ATC system is cut out enroute:

1. Before an absolute block is established in advance of the train:
   - If cab signals are operative or movement will be entirely in continuous block signal territory, proceed not exceeding 40 MPH.
     or
   - If cab signals are not operative and movement is outside continuous block signal territory, proceed at restricted speed.

2. After an absolute block is established in advance of a train:
   - If cab signals are operative or movement will be entirely in continuous block signal territory, proceed in accordance with signal indications not exceeding 79 MPH.
   - If cab signals are not operative and movement is outside continuous block signal territory:
     - Passenger trains may proceed not exceeding 59 MPH.
     - Freight trains may proceed not exceeding 49 MPH.

3. Before an absolute block in advance of movement is established in ATC territory the train dispatcher must determine if:
   - The cab signals are operative.
   - The absolute block in advance of movement will be entirely in territory with continuous fixed block signals.

   a. If the cab signals are operative or the absolute block in advance of movement will be entirely in continuous block signal territory, the train dispatcher may establish an absolute block in advance of movement as provided by Rule 11.1 (Establishing an Absolute Block). Rule 11.2 (Signal Indications with Absolute Block) applies. If the cab signal changes to Restricting, the train must stop.

   b. If the cab signals are inoperative and any part of the absolute block in advance of movement will be outside continuous block signal territory, the train dispatcher must not establish an absolute block in advance of movement until it is determined that no trains or engines:
      - Occupy the limits ahead of the train being given the absolute block in advance of movement.

17.7 ATC Failure/Cut-out Enroute - continued

   - Will occupy the limits ahead of the train being given the absolute block in advance of movement.

   c. Rule 9.15 (Track Permit) or Rule 10.3 (Track and Time) establishes an absolute block when not issued joint.

17.7.1 Speed Indicator in ATC

An inoperative or inaccurate speed indicator is considered an ATC failure. Rule17.7 (ATC Failure/Cut Out Enroute) applies.

17.7.2 ATC Motion Light

If the motion light is not on when the speed is 6 MPH or above, proceed in accordance with the cab signal indication but not to exceed 40 MPH. Rule 17.7 (ATC Failure/Cut Out Enroute) applies.

17.8 Improper Display

If a cab signal displays Clear signal when it should display a Restricting due to an open switch, occupied block, or other condition, the train must:

- Stop and warn other trains by radio of exact location and status of train.
- Contact the train dispatcher and be governed by his instructions. If the train dispatcher gives permission to proceed, the train must proceed at restricted speed until the train dispatcher establishes an absolute block in advance of movement.

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The Definitions and Rules Listed Apply to Operating in the Chicago Area

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)

A block signal system in which the use of each block is governed by an automatic block signal, cab signal, or both.

BULLETIN ORDER (BO)

A publication used to notify employees of changes to rules, procedures, or other instructions affecting the movement of trains. Bulletin Orders are issued periodically by the designated officer.

CONTROLLED SIDING (CS)

A circuited siding in which both ends are controlled and governed by signals under the control of a Dispatcher or an Operator.

FORM D CONTROL SYSTEM (DCS)

A block system, signaled or non-signaled, in which the movement of trains outside of yard limits is authorized by Form D.

SPEEDS

Normal Speed:
The maximum authorized speed.

Limited Speed: MPH
For passenger trains, not exceeding 45
For freight trains, not exceeding…….. 40

Medium Speed:
Not exceeding 30

Slow Speed:
Not exceeding ..... 15.

Restricted Speed:
Refer to Rule 80 “Movement At Restricted Speed”.

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OPERATING RULES

S. SAFETY:
FOLLOWING THE SAFE COURSE

Safety is of first importance. These rules provide for a safe and efficient operation.
In case of doubt, the safe course must be followed.

MISCELLANEOUS SIGNALS

12. DAY AND NIGHT SIGNALS

Day signals must be displayed from sunrise to sunset, but if day signals cannot be plainly seen, night signals must be used. Night signals must always be used from sunset to sunrise.

The following signals will be used by employees performing flagging duties:
Day Signals: A red flag and fusees.
Night Signals: A white light and fusees.

14. UNATTENDED FUSEES

If a train on a main track or controlled siding encounters an unattended fusee burning on a main track or controlled siding, or on a track next to a main track or controlled siding it must stop. It must then proceed at Restricted Speed until the head end is 1 mile beyond the fusee.

A train must not be stopped over a burning fusee if it can be avoided. If so stopped and the train cannot be moved, the fusee must be extinguished.

Fusees must not be placed on bridges or other structures that are liable to be damaged by fire.

19. ENGINE WHISTLE OR HORN SIGNALS

The following are engine or horn signals. The signals are illustrated by "o" for short sounds and "–" for long sounds. The sound of the whistle or horn should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed. The unnecessary use of the engine whistle or horn is prohibited.

(b) – – o – (two longs, one short, one long.)

2. Warning for Roadway Workers: When approaching locations where Roadway Workers may be at work on tracks, bridges and other points.

3. Warning for Employees on or about Standing Trains on a Main Track: When approaching and passing standing trains on a main track.

(d) – o (one long, one short)

When running against the current of traffic:

1. Approaching stations, curves, or other points where view may be obscured.

2. Approaching passenger or freight trains; when passing freight trains.

3. Preceding 19(b), (1) and (2).

22. ENGINE LIGHTS

a. Headlight

The headlight facing the direction of movement on every train and engine must be displayed brightly by day and night.

The headlight must be dimmed:
1. While standing or passing through yards where other engines are working.
2. When approaching a station where a Form D is to be received.
3. When approaching junctions and terminals.
4. When standing or moving on a main track at meeting points.
5. When standing or when approaching another train operating in the opposite direction in multiple track territory.

EXCEPTION: When approaching or passing over a public crossing at grade, the headlight must not be dimmed.

Engines in yard service must display the headlight to the front and rear, by day and by night. The headlight on the end coupled to cars may be extinguished.

If all headlight bulbs fail en route, the Engineer must take the following actions:

1. Illuminate all external engine lights that can be illuminated (except red strobe light).
2. Notify the Dispatcher as soon as practical.
3. Ring the bell continuously.
4. Sound the engine whistle or horn frequently.
5. Approach all public crossings at grade prepared to stop. Train may proceed over crossing not exceeding 20 MPH. Speed applies to head end only.
6. Reduce speed at other locations when required by prevailing conditions, not exceeding 50 MPH at night.

EXCEPTION: These restrictions do not apply when the train has operable auxiliary lights.

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MOVEMENT OF TRAINS

80. MOVEMENT AT RESTRICTED SPEED

Movements made at Restricted Speed must apply the following three requirements as the method of operation:

1. Control the movement to permit stopping within one half the range of vision short of:

a. Other trains or railroad equipment occupying or fouling the track,
b. Obstructions,
c. Switches not properly lined for movement,
d. Derails set in the derailing position,
e. Any signal requiring a stop,
AND
2. Look out for broken rail and misaligned track.
AND
3. Do not exceed 20 MPH outside interlocking limits and 15 MPH within interlocking limits. This restriction applies to the entire movement, unless otherwise specified in the rule or instruction that requires Restricted Speed.

93. MOVEMENT WITHIN YARD LIMITS

Yard limits are designated by Timetable and indicated by yard limit signs.

Within yard limits, movements may be made on a main track by verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher).

The leading end of movement within yard limits must operate at Restricted Speed, with the following exceptions:

1. Passenger trains operating with Form D line 2 authority in non-signaled DCS territory may operate at Normal Speed.

2. Trains operating in ABS territory may operate according to signal indication when the signal is more favorable than Approach. Such movement must be prepared to stop at the next signal, within yard limits.

Within yard limits, movements against the current of traffic must not be made without permission of the Dispatcher, who must first ensure that no opposing movements have been authorized.

97. MOVEMENT ON A RUNNING TRACK

Movement on a running track must be made at Restricted Speed, unless otherwise specified in the Timetable. Movement may begin only after receiving either signal indication or verbal permission of the employee governing movements on that track.

When movement has been completed, it must be reported clear. When clearing at an interlocking or TBS, no report is necessary.

98. MOVEMENT ON A TRACK NOT GOVERNED BY ABS, DCS OR INTERLOCKING RULES

Movement on a track not governed by ABS, DCS or Interlocking rules must be made at restricted speed.

104. k. DUAL CONTROL SWITCHES

Dual control switches must not be hand-operated until permission is obtained from the Dispatcher or operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the “Selector” and “Hand Throw” levers.
2. Throw “Selector” lever to hand-operation position.

3. Operate “Hand Throw” lever until mechanism engages and switch points move with lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.

4. Do not move “Selector” lever from hand operation position until entire movement has passed over switch.

5. Place “Hand Throw” and “Selector” levers in positions designated by the Dispatcher or Operator and secure with switch locks.

119. HAZARDOUS MATERIAL; EQUIPMENT OF EXCESSIVE WEIGHT OR DIMENSIONS

b. Conductor’s Responsibility
If the train will enter a main track, siding or running track, the Conductor must know that the Dispatcher has been notified of such equipment before the train leaves its initial terminal or out-lying point where such equipment is to be added. Equipment of excessive dimension must not occupy or foul the main track, siding or running track without the Dispatcher permission.

121. INTERVENING TRACKS AT STATION PLATFORMS

a. General Requirements
When a passenger train is receiving or discharging passengers across an intervening track, trains and track cars must not pass between that train and the station platform.

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PROTECTION OF TRAINS

130. FLAG PROTECTION

a. General Requirements
When flag protection is required, employees must go out in the proper direction(s) the distance prescribed in the table below. Temporary speed restrictions for the territory must be taken into account.

Where Maximum Authorized Speed for Track to Protect Is:	Minimum Distance Required for Protection Is:
20 MPH or less	¼ mile
Between 21 MPH and 30 MPH	½ mile
Between 31 MPH and 40 MPH	1 mile
Between 41 MPH and 90 MPH	1 ½ miles

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The Conductor and Engineer are responsible for protection of their train.

b. Flag Protection against Trains on Adjacent Tracks
Three steps must be followed to provide flag protection against approaching trains on adjacent tracks as required by Rule 131,"Protecting Work Locations: Qualified Employee's Duties, "Rule132, Protection in Unforeseen Conditions," or Rule 136, "Emergency Stops Protection".

Employees equipped with flagging equipment must:

1. Go out at least the distance prescribed by the table in section (a) of this rule.
2. Display a lighted fusee if they see or hear a train approaching.
3. Give a Stop Signal to approaching trains that may be affected.

The employee providing protection must remain at that location until recalled.

If the employee sees or hears a train approaching before he has reached the prescribed distance, he must immediately display a lighted fusee and continue toward the approaching train while giving a Stop Signal.

131. PROTECTING WORK LOCATIONS: QUALIFIED EMPLOYEE'S DUTIES

Qualified employees assigned to protect work locations of railroad construction or private contractors whose operations may affect the safe movement of trains must take the five actions below.

1. Secure Flagging Equipment

Employees must secure proper flagging equipment according to Rule 12, "Day and Night Signals."

2. Ensure that Tracks Are Not Fouled Without Permission

Upon reporting for work each day, the employee must determine who is in charge of the workers. The employee must also ensure that all workers have been instructed not to foul any railroad track at any time without his permission.

3. Get Permission to Foul Track

When workers request permission to foul any specific track, the employee assigned to protect the work location must communicate with the employee in charge of the track to secure necessary permission.

4. Report Failure to Comply by Workers

If workers fail to comply with instructions of the employee, he must make an immediate report to the employee in charge of the track.

5. Take Action if Safe Passage is Endangered

If an event occurs that would interfere with the safe passage of trains, the employee must take immediate action to stop trains by radio communication to trains and the Dispatcher. If protection cannot be immediately ensured, or if communications fail, flag protection must be immediately provided as prescribed by Rule 130, paragraph (b), "Flag Protection Against Trains on Adjacent Tracks."

133. REMOVING A TRACK FROM SERVICE

Whenever Form D line 4 is issued to remove a track from service, the following procedures will apply:

a. Action Required Prior to Issuance

The Dispatcher must not issue the Form D line 4 authority until:

1. The affected track is clear of movements that are not part of the work group.

d. Operation Within Out-of-Service Limits

The employee named in Form D line 4 is in charge of the out-of-service limits. ABS, CSS, DCS, and Interlocking rules do not apply within the out-of-service limits. All movements must operate at Restricted Speed. Interlocking switches within the

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out-of-service limits must not be operated without permission of the employee in charge.

e. Additional Equipment Entering or Leaving Out-of-Service Limits

1. Additional equipment may enter the out-of-service limits after:

a) The person in charge of the additional equipment has received permission from the employee in charge of the out-of-service limits. The employee in charge of the out-of-service limits must show or read his copy of the Form D line 4 to the person in charge of the additional equipment unless the limits are published by Bulletin Order.

b) If movement to the out-of-service limits will involve passing a Stop Signal, the Dispatcher or Operator may then authorize movement in accordance with Rule 241.

2. The employee in charge of the out-of-service limits must make a written record, which includes:

a) The name of the person in charge of the additional equipment, or train identification,

b) Time permission to enter is given,

c) Time determined the additional equipment is clear of limits.

135. PROTECTION BY STOP SIGNS WHEN AN IN-SERVICE TRACK IS OBSTRUCTED FOR MAINTENANCE

Whenever Form D line 5 is to be issued, in accordance with item 1 of Rule 132, "Protection When Fouling or Working on a Track," the following procedures will apply. The" Working Limits" refers to the area designated by Form D line 5 or Bulletin Order, which must be identified by a whole mile post, station, or other physical characteristic location.

a. Addressees

Form D line 5 must be issued to both:

1. The employee requesting to obstruct the track,
   AND
2. Trains approaching the obstructed track.

EXCEPTION: When the Working Limits is published by Bulletin Order, issuance of Form D to approaching trains is not required.

b. Required Use of Signs

The approach to the Working Limits must be indicated by an Approach Sign. The Approach Sign indication will not apply when permission is received to proceed passed the stop sign.

The Working Limits must be indicated by a Stop Sign and a Working Limits Resume Speed Sign. A Working Limits Speed Limits Sign may be substituted for the Stop Sign when the track is not obstructed.

d. Movements within Working Limits

A train must not enter the Working Limits until permission has been received from the employee in charge, unless a Working Limits Speed Limit Sign is displayed. The employee in charge must not authorize a train to enter the Working Limits or display a Working Limits Speed Limit Sign until he has been assured that the track through the Working Limits is not obstructed, and all Road Workers have been notified. Trains must not exceed 30 MPH through the Working Limits, unless directed by the employee in charge to operate at a higher or lower speed.

Exception: Trains and track cars that will be performing maintenance within the Working Limits:
1. May be admitted by the employee in charge while the Working Limits is still obstructed.
2. Must operate at Restricted Speed (ABS, DCS and CSS rules do not apply to such movements).
3. Must not leave the Working Limits without proper authority.

e. Interlocking Switches within Working Limits

Dispatchers or Operators controlling interlocking switches within the Working Limits must line such switches for movements within the Working Limits and must apply blocking devices to the controls of those switches. These blocking devices must not be removed without permission of the employee in charge of the Working Limits. This requirement does not relieve employees operating within the Working Limits from complying with interlocking signal indications.

Before displaying a signal for a train to divert into the Working Limits, the Dispatcher must confirm with the Engineer that the train has permission to enter the Working Limits.

f. Trains in the Working Limits when Bulletin Order Item Becomes Effective

Any train that is in the Working Limits when the Bulletin Order item becomes effective may continue at Normal Speed through the Working Limits. The Dispatcher must not issue Form D line 5 until the limits are clear of movements that are not part of the work group.

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136. EMERGENCY STOPS: PROTECTION

a. Radio Transmission
When a train is moving and emergency application of the brakes occurs, crew members must immediately protect adjacent tracks by initiating an emergency radio transmission, in the manner of the following example:

"Emergency, Emergency, Emergency. Train TV-24 engine 6605 is in emergency moving east on No.2 track at MP 78."

Following the emergency transmission, the Dispatcher must be notified.

b. Flag Protection
After the train has stopped, crew members must immediately provide flag protection in both directions on all main tracks and controlled sidings, including those of a foreign railroad. This protection must follow the guidelines of Rule 130, paragraph (b), "Flag Protection against Trains on Adjacent Tracks," and will be maintained until:
1. It is known that tracks are not obstructed
OR
2. Full protection has been provided by the Dispatcher or Operator.

The entire train must be examined before movement resumes to ensure that no cars have derailed, no load has shifted, and no other condition exists that may endanger train movements. Results of this inspection must be reported promptly to the Dispatcher or Operator.

c. Other Train Movements
All trains receiving information that a train is in emergency on an adjacent track will be governed as follows:

1. A train that is operating in the same direction as the train reported in emergency must operate at Restricted Speed from 1 mile before the reported location until reaching the head end of that train.

2. A train that is operating in the opposite direction of the train reported in emergency must operate at Restricted Speed from the head end of the train in emergency to a point 1 mile beyond the rear end of that train.

138. HIGHWAY CROSSING WARNING

a. Activating/Reactivating Crossing Warning

The point at which automatic crossing warning is activated or reactivated may be designated in any of three manners:

1. A sign or post lettered "CC."
2. Yellow joint bars.
3. Yellow stripes painted on the inside and outside of the head, web, and base of both rails.

On tracks other than main tracks or controlled sidings, movement over this point will activate the automatic highway crossing warning.

On a main track or controlled siding, movement over this point will reactivate the operation of automatic highway crossing warning that has been interrupted because of a trains delay or stop.

b. Avoiding Unnecessary Operation

Two steps will avoid unnecessary operations of automatic highway crossing warning:

1. Engines or cars must not be allowed to stand longer than necessary.

2. Switches must not be left open or unlocked within the operating limits of such protection.

If necessary, the train must be cut or the automatic crossing warning interrupted with paragraph (h) of this rule.

c. Malfunction

Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly.

The Dispatcher must notify all trains that will operate over the affected crossing. The notification must include the type of malfunction and the details of any on-ground personnel that are known to be at the crossing, by item number listed below.

Comply with the following when notified by the Dispatcher of an automatic highway crossing warning device that is malfunctioning:

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Item	If the malfunction is	And there is	Requirement(s)
1	An activation failure, or undetermined	No flagger or railroad police officer providing warning at the crossing	Stop. Make certain that a crew member provides on-ground warning at the crossing, and do not exceed 15 MPH until the leading end operates through the crossing.
2	A false activation or a partial activation.	No flagger or railroad police officer providing warning at the crossing.	Do not exceed 15 MPH.
3	Any type of failure.	A flagger present, but not one for each direction of traffic.	Do not exceed 15 MPH.
4	Any type of failure.	A flagger for each direction of traffic, or a railroad police officer providing warning at the crossing.	Proceed at normal speed.

A flagger is an employee equipped by day with a red flag and a high visibility garment, and at night with a white light or fusee and a high visibility retro-reflective garment.
For shoving movements not headed by a locomotive or cab car, follow the requirements in Item 1 above.

d. Obscured View of Highway

When equipment is standing and obscuring highway traffic's view, an employee must warn the highway traffic against movement on adjacent tracks. Equipment stored on tracks close to a public crossing must be placed so as to permit a clear view for highway traffic using the crossing. Where space permits, equipment must be placed at least 300 feet from the crossing.

e. Cars Not Headed by Engine at a Crossing without Automatic Highway Crossing Warning

If cars not headed by an engine are to be moved over a highway crossing at grade not equipped with automatic warning devices or a designated employee, a member of the crew must provide warning for highway traffic.

f. On-Ground Warning by Employees

When an employee is required to provide on-ground warning at a highway crossing, he must give Stop Signals to pedestrian and highway traffic until the leading end of the train is through the crossing. Stop Signals must be given with a red flag or fusees by day, and fusees or a white light at night.

g. Six Conditions that Require Special Procedure

Under six conditions, a train must not foul a highway crossing equipped with automatic warning devices until it is ascertained that the warning devices have been operating at least 20 seconds, or the gates (if equipped) are in the horizontal position.

These six conditions are:

1. Making a Reverse Movement

When a train passes entirely over a highway crossing and then is going to make a reverse move.

EXCEPTION: If the entire train has cleared the crossing by at least 1.2 miles, it may make a reverse move over the crossing without following special procedures.

2. Approaching at Restricted Speed

When a train is approaching at Restricted Speed.

3. Increasing Speed in an Approach Circuit with Automatic Interruption

When a train stops or increases speed by more than 5 MPH within 0.6 miles of a highway crossing equipped with an apparatus that will automatically interrupt the operation of the crossing warning, including motion sensing detectors.

4. Passing Warning Device Reactivation Point on Main Track or Controlled Siding

When a train proceeds past a warning device reactivation point (See item "a" of this rule) on a main track or controlled siding, after having been stopped or delayed within 1.2 miles of the crossing.

5. Passing Warning Device Activation Point on Track Other than Main Track or Controlled Siding

When a train proceeds past a warning device activation point (See item "a" of this rule) on other than a main track or controlled siding.

6. Performing Switching within 1.2 Miles of Crossing

When a train has performed switching within 1.2 miles of the crossing.

If the automatic highway crossing warning is not operating, the movement must not be made until warning is provided by on-ground personnel.

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h. Manual Interruption of Warning Device

At locations where apparatus is provided to manually interrupt the operations of highway crossing warning, instructions are posted ar “Raise” and “Lower” buttons are marked for each track.

When the apparatus is operated manually, no movement may be made over the crossing until:

1. Warning is provided by on-ground personal.
OR
2. The automatic operation of this warning has been reestablished and operating for at least 20 seconds.
OR
3. If equipped with gates, they are in the horizontal position and crossing lights are flashing.

Whenever crossing warning is operated manually or manually interrupted, it must be restored to normal after movement is completed. Control box must be locked.

At crossing where the apparatus interrupts automatic warning on adjacent tracks, the employee interrupting the warning must remain at the crossing to reestablish automatic warning to normal operation when a train is approaching on an adjacent track.

141. INACCESSIBLE TRACK

Roadway Workers may establish working limits on a track not controlled by the Dispatcher or Operator, by making the track inaccessible at each possible point of entry through one of the following means:

1. A switch or derail aligned to prevent access to the working limits and secured with an effective securing device, and properly tagged. The effective securing device and tag may be removed only by direction of the employee in charge of the working limits.

3. A disconnected rail.

4. A flagman assigned to hold trains and equipment clear of the working limits.

Movements within working limits may be made only with permission of the employee in charge.

MOVEMENT PERMIT FORM D

The Dispatcher issues Form D’s to restrict or authorize movements. Form D’s are also issued to convey instructions in situations not covered in the Operating Rules.

165. FORM D DELIVERY

b. Dictation of Form D by Radio, Telephone or in Person

Form D’s may be dictated only to employees who are qualified on the Operating Rules. Form D’s must not be dictated to or copied by an employee operating the controls of a moving train.

When dictating and repeating Form D’s, employees must read aloud and plainly pronounce all applicable preprinted and written portions. Numerals in lines 1 through 13 of form D’s must be pronounced digit by digit. For example, “105” will be pronounced “one-zero-five.”

Before dictating a Form D, the Dispatcher must specify the number of copies to be made if more than one copy is required. The Dispatcher must not give “Time Effective” until Form D has been repeated correctly. Once the Dispatcher has given his name, receiving employees must repeat immediately from their copy in the same order they were addressed, unless otherwise directed. Employees must listen while other addressees repeat Form D and call attention to any discrepancies. Once all addressees have repeated the Form D correctly, the Dispatcher will give “Time Effective,” which must be then be repeated by the receiving employees.

When a Form D is dictated to an employee on a train, the receiving employee must ensure that employees on the train who are addressed in the Form D receive a copy of it before reaching the first location where employees must act upon Form D. If physical delivery of the Form D is not practical, the receiving employee must dictate the Form D information to other employees addressed, who must copy and repeat the Form D information.

When Form D’s are relayed by employees, the dictating employee must follow the procedures outlined above for Dispatchers. “Time Effective” must not be transmitted until the receiving employee correctly repeats the Form D.

c. Electronic Transmission of Form D

Employees receiving a Form D by electronic transmission must examine each copy for completeness and legibility. They must communicate with the Dispatcher to verify the number and date of each Form D received.

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166. READING AND COMPLYING WITH FORM D

Employees addressed must immediately read the Form D and are responsible for compliance with its requirements. When practical Form D must be shown to other employees on the train or track car. These employees must read the Form D and remind employees addressed of the requirements of the Form D if necessary.

167. COMMUNICATION FAILURE

If communication fails before a Form D has been given a "Time Effective," trains addressed must not proceed nor be given permission to proceed until communication has been reestablished.

168. ERRORS DISCOVERED

If an error is discovered in a Form D before "Time Effective" has been given, the Dispatcher must direct receiving employees to destroy their copies. The Dispatcher must reissue the Form D under another number.

If an error is discovered in a Form D after the "Time Effective" has been given, the Form D must be cancelled.

169. ADDITIONS TO FORM D

Once a Form D has been given a "Time Effective," only the following information may be added to the Form:

1.Form D cancellation information. See Rule 177, "Cancelling Form D's".

2. Track is clear information. See Rule 805 "Track car Following other Movements."

3. Additional line 2 authorities. See Rule 400, "Occupying DCS Territory" and Rule 804, "Additions to Form D Line 2."

4. Additional line 3 authorities. See Rule 804 "Additions to Form D Line 2."

173. DELIVERY TO RELIEVING CONDUCTOR OR ENGINEER

When a Conductor or Engineer is relieved, all Form D's and instructions that have not been fulfilled or canceled must be delivered to the relieving Conductor or Engineer. The relieving Conductor and Engineer must compare these Form D's and instructions to confirm that the information in them is the same.

The relieving crew must contact the Dispatcher if they are unable to communicate with the crew they are to relieve. The Dispatcher must ensure they have received all instructions affecting the movement of their train before proceeding.

174. RECEIVING A FORM D AT A TEMPORARY BLOCK STATION (TBS)

When a TBS is placed in service, approaching trains must be notified by Form D line 10 or Bulletin Order. Trains must approach a TBS prepared to stop. They must not pass a TBS or foul associated hand-operated switches without receiving a hand signal to proceed from the Operator or verbal permission from the Dispatcher. They must receive a Form D before departing a TBS on a main track.

If a train passes the last holding point (interlocking, TBS or controlled point) in approach to the TBS while it is still open, and the train reaches the TBS after it is scheduled to be closed, it must approach the closed TBS prepared to stop. It must not pass this location without verbal permission of the Dispatcher.

The Operator at a TBS must contact the Dispatcher for instructions prior to permitting a train to depart the TBS. When no Form D's have been issued by the Dispatcher for a train, the Operator must issue an unnumbered Form D addressed to the train. The Form D must be completed as follows:

1. The address and date portion must be completed.

2. "None" must be written in the delivery portion.

3. "Time Effective" must be indicated.

4. The Operator must sign his name in the place of the Dispatcher.

176. EFFECTIVE PERIOD OF A FORM D

Form D's are in effect until fulfilled or until cancelled.

Form D's which have been fulfilled or cancelled must be marked with an "X" then retained and held available for inspection for a period of 7 days.

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177. CANCELING FORM D'S
Form D's which need to be cancelled will usually be cancelled on the same form. Under some conditions, however, a Form D must be cancelled by a separate Form D.

a. Canceling a Form D on the Same Form

A Form D will be cancelled on the same form, as follows:

1. The Dispatcher must contact the addressee(s) and state his intent to cancel the Form D.

2. The Dispatcher must state the Form D number and date, the cancellation time and date, and his initials.

3. The Dispatcher and the addressee(s) must record all cancellation information on the appropriate section of their copy of the Form D.

4. The addressee must repeat the Form D number and date, and all cancellation information to the Dispatcher.

5. The Dispatcher must ensure that all cancellation information is repeated correctly.

When cancellation information is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the cancellation information and mark their Form D accordingly.

Operators who have received a copy of the original Form D may be directed by the Dispatcher to relay cancellation information to other employees.

GENERAL SIGNAL RULES

241. PASSING A STOP SIGNAL

To pass a Stop Signal, a train must have verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher). Permission must not be given or accepted until the train has stopped at the signal. A member of the crew must contact the Dispatcher or Operator and follow his instructions.

a. Giving Permission to Pass

The Dispatcher (or Operator) must give permission to pass a Stop Signal in the following manner:

"No 5316 engine 4129 pass Stop Signal on No. 2 track at Rare and proceed east to No. 1 track."

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.

b. Movement After Permission Has Been Confirmed

After permission has been confirmed, the train must operate at Restricted Speed until the entire train has cleared all interlockings or spring switches and the leading wheels have:

1. Passed a more favorable fixed signal,
   OR
2. Entered Non-signaled DCS territory.

d. Stopped at a Signal Protecting Moveable Bridge

Under the following conditions, a qualified employee must determine that the rails are properly lined and the bridge is safe for movement before verbal permission is given to pass the signal:

1. When the signal cannot be displayed for the first movement over a bridge after the bridge has been closed, regardless of bridge lock indication.
   OR
2. At any time a bridge unlock indication is received.

242. ABSENT OR IMPERFECTLY DISPLAYED SIGNALS

If a fixed signal is absent from the place where it is usually shown, movement must be governed by the most restrictive indication that can be given by that signal. This absence must be reported to the Dispatcher immediately.

Imperfectly displayed signals must be reported to the Dispatcher or Operator as soon as practical, without delay to the train.

Imperfectly displayed signals must be regarded as the most restrictive indication that can be given by that signal. The following exceptions apply to color light signals, position light signals, color position light signals and semaphore signals:

1. Signal Indication Governs

If only one indication is possible, this indication will govern.

2. Restricting Signal Indication Applies

If more than one indication is possible, and it can be determined that all possible indications are more favorable than Stop and Proceed, trains may proceed as though a Restricting Signal were displayed.

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243. NEXT GOVERNING SIGNAL

Trains may operate according to the indication of the next fixed signal governing the movement when the following conditions have been met:

1. The next governing signal can be plainly seen, AND
2. The train is not required by rule or the previous signal indication to operate at Restricted Speed.

If governed by a signal displaying Limited Clear, Medium Clear, Medium Approach Medium, Medium Approach, Slow Clear, or Slow Approach, speed must not be increased until the entire train is clear of all interlocking or spring switches.

251. TRACK SIGNALED IN ONE DIRECTION

When track is signaled in only one direction, signal indication will be the authority for trains to operate with the current of traffic. Movements against the current of traffic will be governed by non-signaled DCS rules.

261. TRACK SIGNALED IN BOTH DIRECTIONS

Signal indication will be the authority for a train to operate in either direction on the same track.

At a hand-operated switch that is not equipped with an electric lock, a train may clear the main track only where maximum authorized speed on the main track over this switch is 20 MPH or less.

EXCEPTION: Trains may clear at a hand-operated switch on a controlled siding with no intermediate signals and a maximum speed that does not exceed 30 MPH.

278. PLACEMENT OF SIGNS

The following signs must be placed at braking distance from the restriction to which they apply:

1. Approach Speed Limit Sign (Rule 296a).
2. Approach Permanent Speed Limit Sign (Rule 296).

3. Approach Sign (Rule 297).

The following signs must be placed in both directions protecting the track affected, to the right of and adjacent to the track requiring protection:

1. Approach Speed Limit Sign (Rule 296a).

2. Speed Limit Sign (Rule 296b).

3. Resume Speed Sign (Rule 296c).

4. Approach Sign (Rule 297).

5. Stop Sign (Rule 297a).

The following signs may be used on tracks adjacent to a track requiring protection. Signs will be in effect only when movement is routed to the track requiring protection.

1. Diverging Approach Speed Limit Sign (Rule 296d).

2. Diverging Approach Sign (Rule 297d).

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FORM D CONTROL SYSTEM

Form D Control System (DCS) Rules apply only where designated by Time table, Bulletin Order, or Form D line 6. Their purpose is to control the movement of trains. DCS Rules may be used in signaled territory or non-signaled territory. (Signaled territory is territory where ABS Rules are in effect for the direction of movement, and non-signaled territory is territory where ABS rules are not in effect for the direction of movement). Form D line 2 is required for movement in DCS territory.

400. OCCUPYING DCS TERRITORY

a. Form D Authority
A train must not occupy DCS territory outside yard limits without Form D line 2 authority. All Operators involved must receive a copy of the Form D. Form D line 2 may be issued into or through yard limits in lieu of verbal permission. All other provisions of Rule 93, "Movement within Yard Limits," apply. Three exceptions to Form D line 2 requirements are:

1. Paragraph d of this rule, "Entering DCS Territory at a Hand-operated Switch."

2. Rule 503, "Train Movement against Current of Traffic at an Interlocking."

3. Movement at an interlocking may be made one train length beyond the home signal on verbal permission of the Dispatcher.

The limits of the Form D authority must be designated by station names or whole mile post numbers. However, when a train is authorized to enter DCS territory at a hand-operated switch that is not at a station or whole mile post, the location of the originating hand-operated switch may be used as the beginning of the Form D line 2 authority.

The following table describes the limit of the authority when line 2 ends at a station:

When the station is:	Authority ends at:
An interlocking or controlled point	The home signal or controlled point signal.
A passenger station	The point specified by the Dispatcher on line 13.
Hand Operated switch	The fouling point of the switch.
Multiple Hand Operated Switches	The fouling point of the first switch, unless otherwise specified by the Dispatcher on line 13.
Other stations	The station sign.

Before issuing a Form D authority in non-signaled DCS territory, the Dispatcher must determine that the track to be used is clear for passenger trains and clear outside of yard limits for other trains. Overlapping Form D authorities for opposing movements must not be issued.

c. Additions to Form D line 2
The Dispatcher may direct addressee(s) to add additional line 2 authorities to a specific direction Form D which is still in effect.
In non-signaled DCS territory, these additions may be issued only after the Dispatcher has determined that the track to be used is clear, as outlined in paragraph (a) of this rule.

Additional line 2 authorities will be added to an effective Form D as follows:

1. The Dispatcher must contact the addressee(s), state his intent to give them an additional line 2 authority, and state the number and date of the Form D to which the line 2 authority will be added.

2. The Dispatcher will then transmit the additional line 2 authority and his initials. The addressee(s) will repeat the authority. The Dispatcher must not transmit the "time" of the addition to the addressee(s) until they have correctly repeated the authority. The addressee(s) must not act upon the additional authority until they receive the "time" of the addition.
3. The Dispatcher and the addressee(s) must record all additional information on line 2 of their Form D.

When an additional line 2 authority is transmitted to an employee on a train, the receiving employee must ensure that all addressed employees on the train receive the additional information and mark their Form D accordingly. When additional line 2's are relayed by employees, the dictating employee must not transmit the "time" of the addition until the receiving employee has correctly repeated the authority.

d. Entering DCS Territory at a Hand-operated Switch

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize a train to enter DCS territory at a hand-operated switch, in order to clear the switch and proceed in the opposite direction. Before verbally authorizing the move, the Dispatcher must ensure that:

1. The segment of track to be used is clear of opposing movements
AND
2. The train has received a Form D for movement in the opposite direction. The movement is limited to one train length beyond the switch, and must be made at Restricted Speed with a crew member preceding the movement and providing flag protection.

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This move is limited to one train length beyond the switch, and must be made at Restricted Speed with a crew member preceding the movement and providing flag protection.

401. OPERATING IN NON-SIGNALED DCS TERRITORY

b. Approaching Home Signals, Controlled Point Signals, and Signals at the Beginning of ABS Territory

Trains must approach home signals, controlled point signals, and signals at the beginning of ABS territory prepared to stop, unless a distant signal is in service. If a train is delayed after passing a distant signal, it must approach the home signal or controlled point signal prepared to stop.

402. OPERATING IN SPECIFIED DIRECTION

a. Reverse Movement in Non-signaled DCS Territory

To make a reverse movement in non-signaled DCS territory, a train authorized by Form D line 2 to operate in a specified direction must follow one of the procedures listed below:

1. The train must receive another Form D, line 2.

OR

2. The train must receive verbal permission from the Dispatcher and must proceed at Restricted Speed. The Dispatcher must specify the location to which the train is authorized to reverse. The Dispatcher must not authorize the train to reverse beyond the last point by which it was reported clear. A crew member must be stationed on the leading end of the movement to observe conditions ahead and take action to properly control the movement of the train.

OR

3. The movement must be preceded by a crew member and must proceed at Restricted Speed. Reverse movement must not go beyond the last whole mile post or station.

OR

4. If a train is operating against the current of traffic, the dispatcher may verbally authorize it to operate with the current of traffic according to ABS Rules. Before granting permission, the Dispatcher must ensure that the track to be used is clear of opposing movements, and must cancel the Form D line 2.

c. Clearing DCS Territory

When a train operating in a specified direction clears the limits of its line 2 authority, the line 2 authority is fulfilled. When a train leaves the track specified on its Form D line 2 authority at a hand-operated switch and that switch has been restored to normal position, the movement has cleared. A new Form D must be issued for any further movement.

403. OPERATING IN BOTH DIRECTIONS

A train authorized by Form D line 2 to operate in both directions has exclusive occupancy of the track, and may operate in either direction. The Dispatcher must not authorize other movements into the line 2 limits. The line 2 authority remains in effect until cancelled.

Switches within the designated limits may be left in reverse position and unattended. Before the Form D is cancelled, however, the Conductor must ensure that all switches used by his crew are locked in normal position.

If a crew is relieved while their Form D line 2 is still in effect, the crew being relieved must the new crew of any switches left reversed. If physical contact cannot be made with the new crew, the Dispatcher must
be notified of any switches left reversed, and the new crew must check with the Dispatcher to obtain this information before proceeding.

405. REPORTING TO DISPATCHER OR OPERATOR

The crew of a train must ensure that the Dispatcher or Operator is promptly notified when their train has:

1. Entered DCS territory, except when entering at an interlocking, controlled point, or TBS.

OR

2. Cleared the limits of their specified direction line 2 authority, except when clearing at an interlocking station or TBS, or when verbally relieved from clearing by the Dispatcher.

Trains may be reported clear of DCS territory or intermediate points only after an employee has determined that the rear car has cleared by one of the following means:

1. Observing the marker.

2. Observing the last car number.

3. Observing the telemetry device indication on the head end to ensure that air pressure indicates brake pipe continuity, once the head end of the train is 3 miles beyond the clearing point.

4. Receiving a correct axle count from an equipment defect detector. This method may be used only when the axle count from the detector agrees with the count of a previous detector or with an actual axle count made by a crew member.

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406. ABS FAILURE: NON-SIGNALED DCS SUBSTITUTION

a. Form D line 6 or Bulletin Order

When an ABS failure occurs, non-signaled DCS rules may be substituted by Bulletin Order or Form D line 6.

All trains and Operators affected must receive a copy of the Form D line 6 or Bulletin Order.

Interlocking or CP signals governing entrance to or within the affected track may be displayed to authorize movements that have received Form D line 2 authority. Signal indication will govern movement within interlocking limits or CP only.

b. Rules-in-effect

ABS rules do not apply when non-signaled DCS rules are substituted for ABS.

c. Highway Grade Crossings

Unless otherwise instructed by Bulletin Order or Form D line 13, trains must stop and provide on-ground protection at highway grade crossings equipped with automatic warning devices, unless:

1. The automatic warning device has been operating at least 20 seconds
OR
2. If equipped with gates, they are in the horizontal position.

The leading end of the movement must not exceed 15 MPH over the crossing.

d. Form D Line 7: Interlocking or Controlled Point Removed from Service

Interlocking and controlled point signals remain in service unless otherwise specified by Bulletin Order or Form D line 7. Before the Dispatcher issues Form D line 7 or before the Bulletin Order becomes effective, the Dispatcher must ensure that switch points at interlockings or controlled points to be removed from service have been spiked or wedged for the route to be used. If the route to be used is diverting, Form D line 1 or Bulletin Order item must be issued to indicate speed over diverting route.

Interlockings that include a movable bridge or railroad crossing at grade must not be removed from service in this manner.

AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal (ABS) Rules apply only where designated by Timetable or Bulletin Order. Their purpose is to control the movement of trains in territory where the entrance to each block is governed by fixed signal, cab signals, or both. ABS signals convey to trains the occupancy and/or condition of the track ahead of them. Under normal conditions train movements are authorized by these signals.

500. OCCUPYING OR FOULING A BLOCK

A train must not enter or foul ABS territory without a proceed indication on a controlled signal or verbal permission of the Dispatcher (or operator when authorized by the Dispatcher). When verbal permission to enter Rule 261 territory, the permission must include an authorized direction of movement.

a. Crew Responsibility at Hand-operated Switch

After permission is received to enter a block at a hand-operated switch, crew members must take the following action to ensure adequate signal protection:

1. At switch(es) not equipped with a bolt lock or an electric lock, a crew member must promptly operate the switch(es), and then wait 5 minutes before starting train movement. If a train is seen or heard approaching on a track to be occupied before 5 minutes has elapsed, switch(es) must be secured in normal position. Permission must again be obtained from the Dispatcher or Operator to occupy the main track.

2. At switch(es) equipped with a bolt lock but not an electric lock, a crew member must promptly operate the bolt lock and then wait 5 minutes before operating switch(es).

3. At switch(es) equipped with an electric lock train movement may begin as soon as the switch(es) have been properly lined.

b. Relief from 5 Minute Wait

The Dispatcher (or Operator when authorized by the Dispatcher) may relieve crew members from the 5 minute waiting period. To do so, the dispatcher must determine that no train is moving or has been authorized to move in the direction of the switch(es) from the last TBS, interlocking or controlled point. When switch(es) have been lined for movement, a member of the crew must immediately notify the Dispatcher or Operator. The Dispatcher must not authorize the movement of a train from the last

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TBS, interlocking or controlled point until the notification has been received.

c. Speed Entering Block Between Signals

A train entering a block between signals must proceed at Restricted Speed until the entire train has entered the block and the leading wheels has passed the next block signal.

501. REVERSE MOVE WITHIN THE LIMITS OF THE SAME BLOCK

A train may make a reverse move, at Restricted Speed, within the limits of the same block when preceded by a crew member, who must be prepared to stop an opposing movement operating at Restricted Speed.

The Dispatcher (or Operator when authorized by the Dispatcher) may permit a train to make a reverse move, at Restricted Speed, within the limits of the same block, without a crew member preceding the movement. A crew member must be stationed on the leading end of the movement to observe conditions ahead and take action to properly control the movement of the train.

Before permission is granted, the Dispatcher must determine that the track to be used is clear of opposing movements and that the blocking devices are applied to protect against opposing movements.

502. REVERSE MOVE BEYOND THE LIMITS OF THE BLOCK

a. On Tracks Where Rule 251 is in Effect

Where Rule 251 is in effect, a train must not make a reverse movement beyond the limits of the block without Form D line 2 authority, as prescribed by non-signaled DCS Rules.

b. On Tracks Where Rule 261 is in Effect

Where Rule 261 is in effect, a train must not make a reverse movement beyond the limits of the block without verbal permission of the Dispatcher (or Operator when authorized by the Dispatcher).

Verbal permission to re-enter must be given in the following manner:

"No. 5306 engine 4129 reverse direction on No. 2 track at MP 5 and proceed west to MP 6."

Movement must operate at Restricted Speed until governed by a more favorable signal.

503. TRAIN MOVEMENT AGAINST THE CURRENT OF TRAFFIC

The Dispatcher (or Operator when authorized by the Dispatcher) may verbally authorize movement against the current of traffic at an interlocking. This movement is limited to one train length beyond the home signal.

504. DELAY IN A BLOCK

a. Trains Making Stops Other Than Station Stops

If a train that has passed a signal stops for any reason other than a passenger train making a station stop, it must proceed at Restricted Speed. The train may resume the speed authorized by the last signal received when:

1. The next signal is seen to display a proceed indication
AND
2. The track is known to be clear to the next signal.

505. CLEARING A BLOCK, SWITCHES RESTORED TO NORMAL POSITION

a. After Train Clears a Block: Reporting Clear

When a train clears a block at a hand-operated switch or crossover, and the switch(es) have been restores to normal position, it must be reported clear to the Dispatcher or Operator by the Conductor, Engineer or member of the crew authorized by the Conductor or Engineer.

b. At Hand-Operated Switch Or Crossover: Permission To Re-Enter Block

When hand-operated switch(es) have been restored to normal position, even though the train has not been reported clear of the block, it must not again enter that block without permission of the Dispatcher or Operator.

508. AUTOMATIC BLOCK SIGNAL USED IN NON-ABS TERRITORY

An automatic block signal used in non-ABS territory will indicate the condition of the track between that signal AND

1. The next signal.

OR

2. The "End Automatic Block" sign.

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INTERLOCKINGS AND CONTROLLED POINTS

604. INTERLOCKING APPLIANCES: LOCKING

If impossible to lock an interlocking appliance, two actions must be taken:

1. All control mechanisms must be placed in the required position and blocking devices applied.

AND

2. All affected appliances must be properly lined, and spiked or wedged.

EXCEPTION: If the interlocking appliance is dual controlled, it must be properly lined and locked manually.

The Dispatcher or Operator must not give a train permission to pass a Stop Signal until the two above requirements are met

610. STOPPED IN AN INTERLOCKING BY DISPATCHER OR OPERATOR

If the Dispatcher or operator stops a train while it is moving through an interlocking, the train must not move in either direction until it has received the proper signal or permission from the Dispatcher or Operator

611. STOPPED LESS THAN ONE ENGINE LENGTH BEYOND INTERLOCKING SIGNAL

If a train stops less than one engine length beyond an interlocking signal, it must not proceed without permission from the Dispatcher or Operator.

612. REVERSING DIRECTION WITHIN AN INTERLOCKING

To reverse direction within the limits of an interlocking, trains must have either:

1. Proper interlocking signal.

OR

2. Permission of the Dispatcher or Operator. When permission is given, the route must not be changed until it is known that the movement has been completed.

RADIOS AND TELEPHONES

707. EMERGENCY COMMUNICATIONS

All employees shall give absolute priority to emergency communications. Except in answering or aiding a station in distress, employees shall refrain from sending any communication until certain that no interference will result to the station in distress.

"EMERGENCY" transmitted three times to obtain use of radio channels for initial report of conditions endangering train movements.

713. RADIO COMMUNICATION CONCERNING PASSING TRAINS

A Dispatcher or Operator may accept information regarding the movement of a train from:

1. The Conductor or Engineer of another train.

OR

2. A track car driver.

OR

3. Another qualified employee.

When necessary to report the passage of a train prior to fouling or occupying a track, employees must identify the passing train by engine number and proper marker display. Dispatchers or Operators must not give permission for a train to foul or occupy a track until this information is received.

TRAIN SERVICE EMPLOYEES

941. CONDUCTORS: AUTHORITY AND RESPONSIBILITIES

Conductors have general charge of the train to which they are assigned, and all persons employed thereon are subject to their instructions. They are responsible for all of the following:

1. The prompt movement of their train.

2. The safety and care of their train and the passengers and commodities carried.

3. The vigilance, conduct and proper performance of duty of the persons employed thereon.

4. The observance and enforcement of all rules and instructions.

Whenever necessary, Conductors must instruct crew members concerning the proper performance of their duties.

Conductors must report all delays on the prescribed form.

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942. POSITION OF CONDUCTOR AND TRAINMEN ON FREIGHT TRAINS

When occupying an engine consist of a freight train or engine movement, the Conductor must ride in the lead unit. The Trainmen must also ride in the lead unit, unless instructed by the Conductor to ride elsewhere.
ENGINE SERVICE Employees

950. RECEIVING INSTRUCTIONS; GOVERNING INSTRUCTIONS

Engine Service Employees report to and receive instructions from the Superintendent or other designated officer. They will be governed by current mechanical, electrical, and air brake instruction pertaining to the safety, inspection, preparation and operation of trains and engines. Engineers must be qualified on the physical characteristics of the territory over which they are to operate.

957. ACTING AS PILOT

While acting as a Pilot, Engine Service Employees will operate the engine, unless otherwise instructed. In the absence of a qualified Conductor they must perform the duties of Conductor and conform to the rules relating to that position. They may enlist the assistance of crew members in any duties relative to the prompt and safe movement of their trains. They will promptly report irregularities or failures.

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NOTES

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AMTRAK OPERATING PROCEDURES FOR TRAIN AND ENGINE SERVICE EMPLOYEES WHO OPERATE FREIGHT TRAINS OR LIGHT ENGINES EXCLUSIVELY BETWEEN 21ST STREET INTERLOCKING AND ROOSEVELT ROAD.

Employees of foreign railroads operating freight trains or light engines between 21st Street Interlocking and Roosevelt Road, will be governed by the General Code of Operating Rules except as modified herein. Officers of other companies must know that their crews are in possession of, and understand, these instructions and that the Conductor and Engineer are qualified on the physical characteristics of the territory they will operate over, or request pilots.
Before operating in other portions of the Amtrak Chicago Terminal, employees must attend a class of instruction on the General Code Rules and Special Instructions for the Chicago Terminal.

OPERATING RULES

General Code of Operating Rules (5th Edition) is in effect as modified herein.

1.3.2 GENERAL ORDERS
General Orders will be issued and cancelled by the Central Division General Superintendent. General Orders will be numbered consecutively, with the number prefixed by the number of the current timetable.

A Summary General Order will be issued effective at 12:01 AM the first Monday of each month. The number of the Summary General Order will be prefixed with the letter "S".Subsequent General Orders will be issued at other times as required.

1.44 DUTIES OF TRAIN DISPATCHERS: Where the Operating Rules make reference to the Train Dispatcher or Control Operator, such reference will apply to CUS North and CUS South Train Directors.

5.4.1 TEMPORARY RESTRICTIONS
Yellow flags and Yellow-Red flags will not be used within the Amtrak Chicago Terminal. The limits of temporary speed restrictions will be designated by physical characteristic locations.

6.2 INITIATING MOVEMENT
Before initiating movement on a main track, a crew member must have signal indication or verbal permission from the Train Director.

6.27 MOVEMENT AT RESTRICTED SPEED
Second paragraph is revised as follows: The crew must keep a lookout for broken rail and not exceed 15 MPH within interlocking or control point limits and 20 MPH outside interlocking or control point limits.

8.2 POSITION OF SWITCHES: Approaching Facing Point Switches in Non-Signaled Territory: Trains operating under non-signaled TWC rules must not pass over facing point switches not protected by a block signal or switch point indicator until its is ascertained that the switch is properly lined.

9.11 MOVEMENT FROM SIGNAL REQUIRING RESTRICTED SPEED
Rule is revised as follows: When a train passes a signal requiring movement at Restricted Speed, the train must move at Restricted Speed until:
- The entire train passes a more favorable signal or
- The entire movement has cleared interlocking or control point limits, and its leading wheels have passed the next governing signal or the end of the block system.

9.12 STOP INDICATIONS
Rule is revised as follows: In the application of the third bullets of Rule 9.12.1 (CTC Territory) and 9.12.2 (Manual Interlockings), authority to pass a Stop Signal must not be given nor accepted until the train has stopped at the signal.

The authority will be given as follows:

“Train ID, Engine No.” has authority to pass Stop Signal on NO. “_____” track at “Location” and proceed “Direction” to NO. “_____” track.

9.12.2 MANUAL INTERLOCKINGS
All locations controlled by CUS North and CUS South Train Directors are Manual Interlockings.

9.13 WHEN INSTRUCTED TO OPERATE DUAL CONTROL SWITCHES BY HAND
All power-operated switches south of 13th Street are Dual Control Switches. When operating these switches by hand, do not return the switch to power until the entire movement has cleared the switch.

15.2 PROTECTION BY TRACK BULLETIN FORM B
Track Bulletin Form B will not be issued within the Amtrak Chicago Terminal. Protection of Roadway Workers will be provided by the Train Director or through use of Watchmen/Lookouts.
Watchmen/Lookouts may display a circular paddle with the letter "W" to remind approaching trains to provide proper warning to the Roadway Workers.

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GENERAL TIMETABLE INSTRUCTIONS

LIGHT ENGINE MOVEMENTS TO/FROM CANALPORT YARD LEAD

Crews handling light engine consists to or from the Canalport Yard Lead must advise CUS South Train Director of the number of locomotives in their consist before accepting signal indication or verbal permission onto Amtrak property. Movements consisting of a single locomotive must verbally report to the Train Director when clear of Amtrak property and also report passing other intermediate switch and signal locations as instructed by the Train Director.

CLOSE CLEARANCES

Bridge piers, signal appliances and other structures on the property will not clear a man on the side of locomotives or cars. Riding the side of equipment into or out of any building is prohibited. Riding on the roof of equipment is prohibited.

125 TON DOUBLE STACK CARS

Operation of loaded or partially loaded 125 ton double stack cars within Amtrak Chicago Terminal is prohibited. There is no restriction on empty cars.

RADIOS

The following radio channels are monitored:
42-42: CUS South Train Director and Yardmaster
13-13: CUS South Train Director
46-46: CUS South Train Director

TELEPHONE NUMBERS

CUS North Train Director: 655-3751, 3752
CUS South Train Director*: 655-3754, 3755

**To contact the CUS South Train Director from 10:01PM to 6:00 AM, use phone numbers for CUS North Train Director*

MAXIMUM AUTHORIZED SPEED

Maximum authorized speed for freight trains and lite engines is 10 MPH, except:
5 MPH within the 14 street Coach Yard and the 16th Street Engine House territory.

MAIN TRACK

The direction from South Branch Bridge to Roosevelt Road is northward

Within CP Lumber Street Interlocking, the main tracks are numbered west to east as follows:

Between the south end South Branch Bridge and 17th Street: **Track 4, Track 5**.

Between 17th Street and 13th Street:
Track 3, Track 4, Track 5.

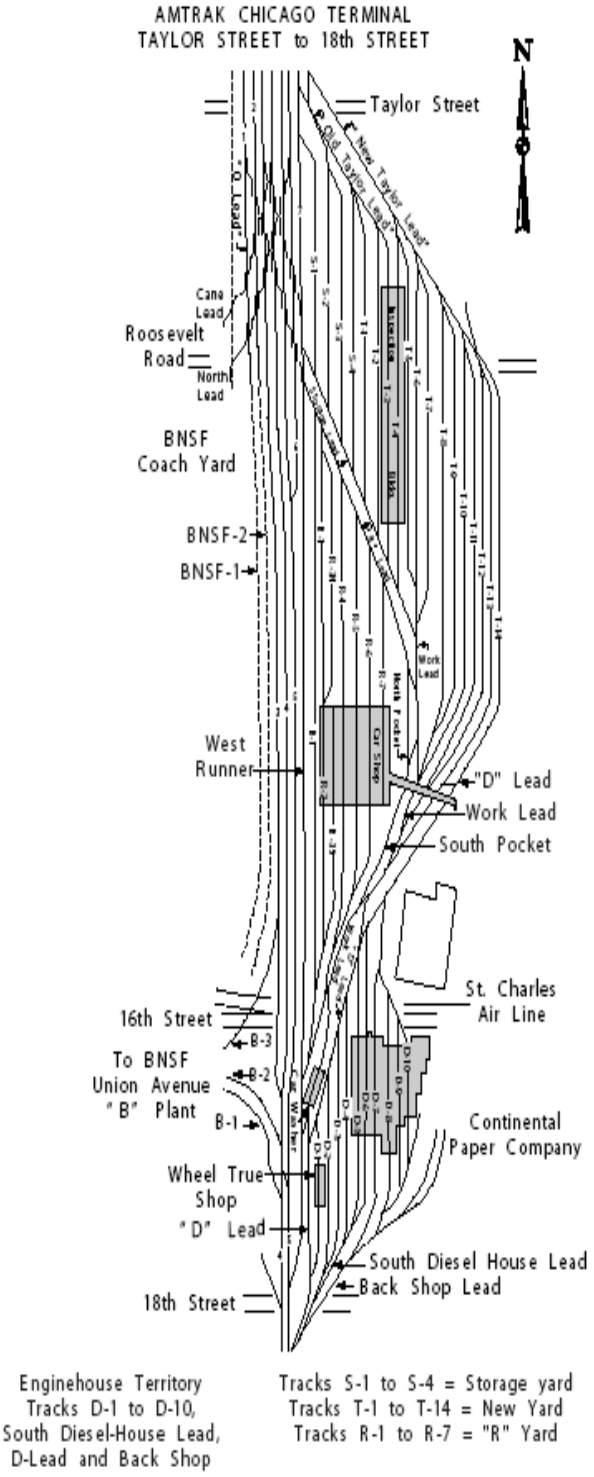
Between 13th Street and Roosevelt Road:
Track 3, Track 4, Track 5, Track 6.

SIGNALS ON D- LEAD SOUTH OF 18TH STREET

Interlocking signal located south of 18th Street governing southward movements on the D-Lead also governs movements on the Back Shop Lead. Southward movements from either D-Lead or the Back Shop Lead must not foul the other lead or operate the hand throw switch located 30 feet south of the signal until authority is received from the CUS South Train Director.

CP LUMBER STREET INTERLOCKING

CP Lumber Street extends from the south end of South Branch Bridge to Roosevelt Road. It is controlled by the CUS South Train Director.



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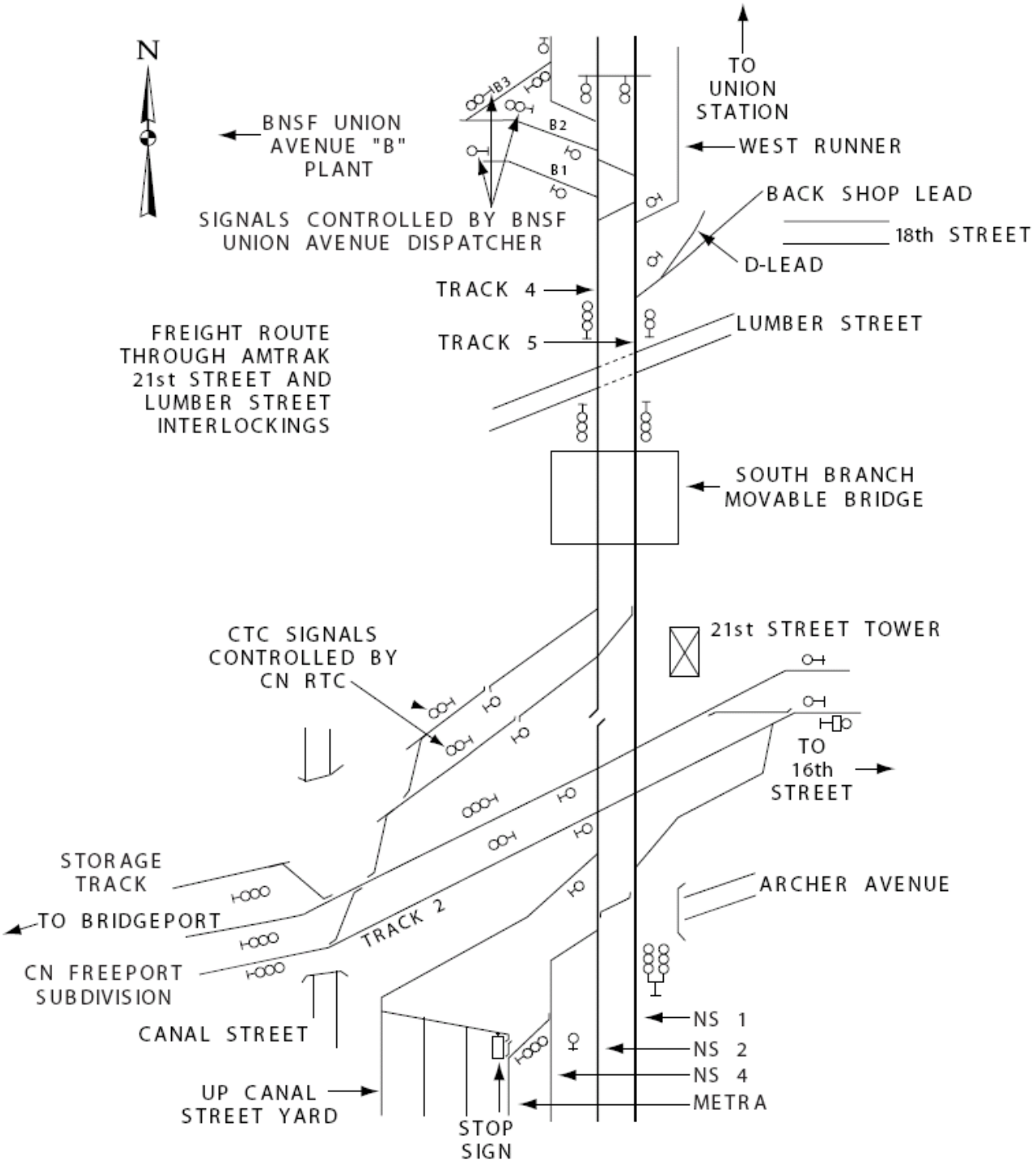

SIGNAL ASPECTS AND INDICATIONS: The symbols shown below are used in the following table illustrating signal aspects:

flashing aspect

R – red
G - green
Y – yellow
W – white
L - lunar

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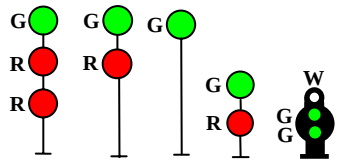
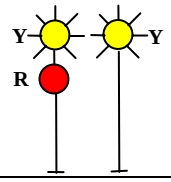
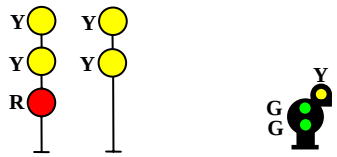
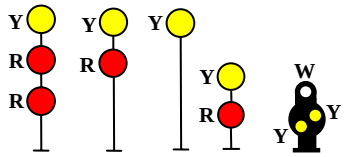
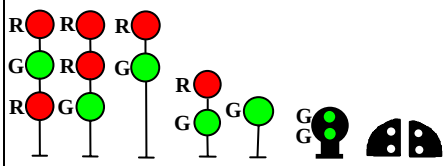
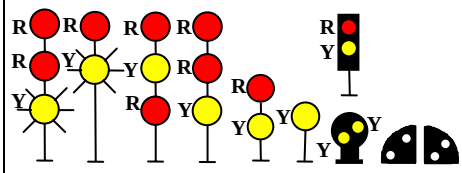
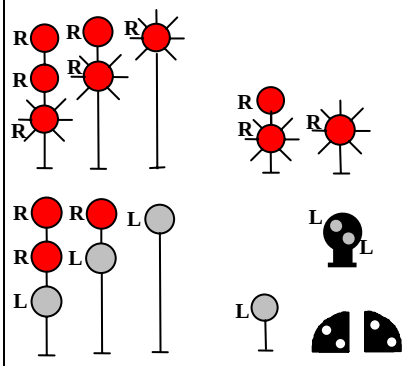
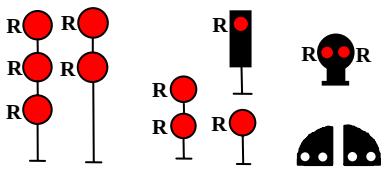
Aspects	Rule	Name	Indication
	9.1.1	Clear	Proceed not exceeding maximum authorized speed.
	9.1.2	Advance Approach	Proceed prepared to stop at the second signal.
	9.1.3	Approach Slow	Proceed approaching the next signal not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach Slow signal.
	9.1.4	Approach	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach signal.
	9.1.5	Slow Clear	Proceed not exceeding 15 MPH until • entire train passes the next governing signal, **or** • entire train clears the interlocking or control point limits, then proceed not exceeding maximum authorized speed.
	9.1.6	Slow Approach	Proceed prepared to stop at next signal, not exceeding 15 MPH until • entire train passes the next governing signal, **or** • entire train clears the interlocking or control point limits, then proceed not exceeding 30 MPH prepared to stop at next signal.
	9.1.7	Restricting	Proceed at Restricted Speed until • entire train passes the next governing signal, **or** • after entire train clears the interlocking or control point limits and leading wheels have passed a more favorable signal or the end of block system.
	9.1.9	Stop Signal	Stop

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EMERGENCY PROCEDURES

Initial Response To A Confirmed Detonation Of An Explosive Device:

Code BLACK:

A **"Code BLACK"** transmitted via railroad radio, public address system, or other authorized means of communication, indicates that a confirmed detonation of an explosive device has occurred on a transportation mode in the United States that could indicate a potential threat to Amtrak.

Passenger train Engineers and Conductors who hear the radio transmission **"Code BLACK"** must immediately bring their trains to a safe stop at an area of "safe haven" clear of tunnels, bridges and rail stations when practicable, and await further instructions. (It is permissible to stop trains in areas adjacent to *open/unsheltered* commuter platform areas.) Trains should be stopped at a location where it is safe to evacuate if necessary, and where authorities may readily have access to the train, crew and passengers.

Freight crews operating on Amtrak property, upon hearing the radio transmission **"Code BLACK"** must also take immediate action to stop their trains at an area of "safe haven" as described above, unless otherwise instructed by the Amtrak Train Dispatcher, or the train is in such a location that it is more expedient to continue movement off Amtrak property.

Public address announcements to passengers must be made immediately after a train has been brought to a safe stop. Amtrak train crews should make the announcements contained in Chapter 19, Section A(3) of the "Service Standards Manual for Train Service Employees". The initial communication to passengers should be the announcement under the heading "Emergency On-Board Police Activity Announcements." (Passenger crews of other railroads operating on Amtrak property should make announcements in accordance with their company's policy.)

A **"Code BLACK"** essentially amounts to a system shutdown, which must begin within minutes of initial notification that an explosion has been confirmed.

Station employees must prepare for the orderly evacuation of stations and other facilities, if directed, pending security sweeps.

All standing equipment in stations and facilities during the system shutdown must be inspected and secured.

Once standing en route trains and the infrastructure ahead have been inspected and cleared, trains may receive instruction to proceed, or to evacuate passengers to alternate transportation, depending on the circumstances. This instruction will be authorized by the CEO of the Amtrak Command Center or by CNOC, and communicated through the Train Dispatcher.

During a **"Code BLACK,"** no train may depart an initial terminal until all equipment and infrastructure inspections have been completed, and authorization to proceed has been received from the Train Dispatcher.

In the event of the detonation of an explosive device on board an Amtrak train, at an Amtrak station, or other facility, any employee who is able must notify the Train Dispatcher or the Amtrak Police (800-331-0008) immediately.

When initiating a radio call from a train on which an explosion has been confirmed, the transmission must begin with the words "Emergency, Emergency, Emergency, Train No. ____ is in Code BLACK." Train Dispatchers hearing this radio message must promptly respond in order to obtain further information regarding the situation.

During job briefings, Conductors must ensure that their crews are thoroughly briefed on the requirements of this instruction, and Service Standards Manual for Train Service Employees, Chapter 19, Section A(3)(d), "Emergency On-Board Police Activity Announcements".

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Notes

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BELT RAILWAY OF CHICAGO
Special Instructions

General Code Operating Rules 5th Edition Applies

Maximum Speed
Maximum speed permitted on BRC is 25 MPH unless otherwise restricted.

Maximum speed must be maintained to the extent possible, consistent with safety and efficiency. Crew members are responsible for knowing, maintaining, and not exceeding maximum speed for their train. Unnecessary delays must be avoided.

Chicago Operating Rules Association (CORA) Operating Guide
Employees operating in the Chicago Terminal District are required to have a current copy of the CORA guide available for reference while on duty. BRC Rules govern except as modified in the CORA.

1.36 Shipments of Excessive Height / Width
The following classes of equipment are covered by instructions from the BRC Clearance Bureau via a "Pink Message" authority:

- Excessive dimensional loads
- Shipments including idler cars
- Other unusual shipments that require close attention.

An "Excessive Dimensional" load is any load with a width exceeding 11 feet 6 inches or shipments including idler cars as noted on the train consist.

The Conductor must receive "Pink Message" authority prior to moving the train. Conductors, prior to entering BRC Trackage, must contact the Train Dispatcher and advise of any excessive dimensional loads.

The Train Dispatcher must contact the appropriate Yardmaster upon receiving notification of trains containing excessive dimensional loads that yard at Clearing.

Inbound Conductor must advise the appropriate Yardmaster if train contains an excessive dimensional load or a car exceeding 21 feet 0 inches ATR (Above Top of Rail) prior to yarding the train in East or West Receiving Yard.

Dimensional cars exceeding 16 feet 8 inches ATR must not be handled via the subway under the Clearing Yard Hump.

A "Dimensional Load" is any load with a width of 11 feet 0 inches to 11 feet 6 inches as noted on the train consist. If a train has a dimensional load, the Conductor must advise the Dispatcher prior to moving the train.

If a conductor has a dimensional load and has received "pink message" notification of an excessive dimension load on another train that their train may meet or pass, the conductor must notify the train dispatcher before moving the train.

The Conductor must notify other crew members of the presence of both excessive dimension loads and dimensional loads before movement.

1.37 Maximum Gross Weight Limit
Maximum gross weight limitation is 143 Tons. Work equipment, cars, or platforms (other than 6 axle passenger cars and 6 axle locomotive cranes) with a gross weight greater than the route's approved limit must not be moved over structures unless authorized by the Engineering Department or cleared by clearance Bureau.

5.4 Flags for Temporary Track Conditions
This rule does not apply on BRC.

5.5 Permanent Speed Signs
This rule does not apply on BRC.

5.8.1 Ringing Engine Bell
Add these bullet points to the rule:

- While moving within the locomotive servicing facility

- At all private road crossings within Clearing Yards

5.8.2 Sounding Whistles
Ordinances prohibit the sounding of engine whistles within the limits of the City of Chicago except when necessary to prevent injury or warn employees on or about the track or the public.

- EXCEPTION: whistle must be sounded for Columbus Avenue (Southwest Hwy) and Archer Avenue.

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6.2.2 Daily Operating Bulletin (DOB)
Daily Operating Bulletin will be issued by the dispatcher to protect temporary track conditions or flagman assignments for the next 24 hour period. DOB will be in effect at time of issue.

A. Receipt and Comparison of Daily Operating Bulletin

- All crew members must possess a current a DOB at their initial station unless otherwise instructed by the train dispatcher. Each crew member must read and understand the DOB. All crew members are responsible for complying with the requirements of the DOB and reminding each other of those requirements.
- Roadway Worker in Charge (RWIC) of hi-rail vehicle, on-track workers, or on-track equipment must possess a current DOB unless otherwise instructed by the train dispatcher.
- A crew member or RWIC must contact the train dispatcher to verify the current DOB and obtain any additional information or restrictions affecting the movement of the train or equipment prior to occupying BRC main track or siding.

B. Conditions or restrictions
Will be categorized using the following format:

- Section A: Temporary Speed Restrictions and Other Conditions
- Section B: Roadway Worker (RW)
- Section C: Tracks Out of Service
- Section D: Safety Alerts
- Section E: Notices

C. Addition or Deletion

- Train dispatchers may instruct employees to add or delete items on a DOB

D. In Effect

- Only one (1) DOB is in effect at a time.

E. Superseding a Daily Operating Bulletin or DOB not received

- Issuance of a New DOB
- Receipt of DOB over the Radio

6.4.1 Permission for Reverse Movements
Obtain permission from the train dispatcher or control operator before making the reverse movement. If reverse movements will be beyond the limits of the occupied block, the train dispatcher must be notified when the request for reverse movement is made. Reverse movements must be made at restricted speed.

6.6 Picking Up Crew Member
This rule does not apply on BRC

6.7 Remote Control Zones

6 Lead

- Located at the east end of the East Departure Yard.
- Begins at the 40 crossover switch and ends approximately 240 feet west of the 6 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- A sign designates the end of the zone.

5 Lead

- Located at east end of East Departure Yard.
- Begins approximately 120 feet east of the 35 crossover switch on 5 lead and ends approximately 240 feet west of the 5 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.

4 Lead

- Located at the east end of the East Departure Yard.
- Begins approximately 60 feet east of the 4 lead switch and ends approximately 240 feet west of the 4 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.

3 Lead

- Located at the east end of the East Departure Yard. Begins approximately 60 feet east of the 3 lead switch and ends approximately 240 feet west of the 3 lead signal at the East End Switches Interlocking.
- Contact: East Yardmaster.
- Signs designate the beginning and end of the zone.

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2 Lead

- Located at the east end of the East Receiving Yard.
- Begins at the east end of the 17 crossover switch and ends approximately 240 feet west of the 2 lead signal at the East End Switches Interlocking.
- Contact: Hump Yardmaster.
- Signs designate the beginning and end of the zone. There are also signs at 23 crossover (which is the switch from 2 lead to the East Departure Yard) and at 12 crossover which designates entrances to the zone. Due to close track clearance, a sign designating the entrance to this zone is not posted at the 6 crossover.

Cabbage Patch Lead

- Located at the west end of the West Departure Yard.
- Begins immediately west of the cabbage patch lead switch coming out of the low side of the west departure yard and ends approximately 280 feet east of the high side/cabbage patch divide switch.
- Contact: West Yardmaster.
- Signs designate the beginning and end of the zone.

High Side Lead

- Located at west end of the West Departure Yard.
- Begins approximately 75 feet west of the fire road on the high side lead and ends approximately 285 feet east of the high side/cabbage patch divide switch.
- Contact: West Yardmaster.
- Signs designate the beginning and end of the zone.

6.23 Emergency Stop or Severe Slack Action

If the brake pipe pressure on the rear car has been restored as indicated by rear car gauge or end of train device and there is no visible damage, the train may proceed without providing inspection. If brake pipe pressure cannot be restored or if train requires excessive power to start, the train must be inspected before proceeding.

6.26 Use of Multiple Main Tracks

BRC Main tracks are numbered from east to west as MT 1, MT 2, or MT 3.

7.4.1 Safety Stop

Stop the movement at least 50 feet but not more than 250 feet before coupling to equipment.

7.6 Securing Cars or Engines

The following tonnage chart will be used in connection with the application of this rule.

TONS	GRADE					
	0	0.25	0.50	0.75	1.00	1.25+
<1,000	2	2	2	2	3	3
1,000+	2	3	3	3	5	6
2,000+	2	3	5	5	6	8
3,000+	3	5	5	7	8	10
4,000+	4	5	5	8	10	13
5,000+	5	6	7	9	12	15
6,000+	5	7	8	11	14	18
7,000+	5	7	9	13	16	21
8,000+	5	8	10	14	18	23
9,000+	5	9	12	15	20	25
10,000+	6	10	13	17	22	28
11,000+	6	11	15	18	24	30
12,000+	7	14	16	20	26	33
13,000+	8	15	17	22	28	35
14,000+	8	15	20	23	30	38

Location	Grade	Handbrake Requirement
Clearing Receiving Tracks		None
Clearing Departure Tracks		3 Handbrakes
Clearing Approach Tracks		10 handbrakes + 10% air
Argo Industrial Lead	1.40%	Refer to chart
22nd Street North end	1.20%	Refer to chart
22nd Street South end	0.50%	Refer to chart
C & A Siding	0.25%	Refer to chart
Cookie Yard	0.25%	Refer to chart
Rockwell Yard	0.25%	Refer to chart
Third Rail	0.40%	Refer to chart
Commercial Avenue	0.30%	Refer to chart
So. Chicago District Yard	0%	Refer to chart
KCBX		3 handbrakes

7.6.1 Unattended Locomotives

- CLEARING YARD: Minimum of one hand brake applied.
- OTHER LOCATIONS: All locomotives must have the handbrake applied.

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8.2 Position of Switches

All BRC switches must be treated as rigid switches and must be operated by hand, push-button, or radio control.

Clearances

Employees are cautioned as follows:

Close Clearances

- Kenton Line Subdivision: All bridges between Cragin and LeMoyne.
- West Receiving Yard: Ladder Lead, west end of yard.

Employees are prohibited from riding the sides of cars at the aforementioned locations.

Vertical Clearance above the Rail

- Kenton Line Subdivision: 20' 02"
- 59th Street Subdivision: 20' 02"
- Industrial Leads
  - Viaduct under BRC 46th Ave to/from CSXT 18'00"
  - NS Bridge EJE Ind. Lead 17'04"
- Hump Subway 16' 08"

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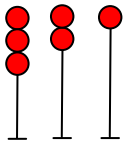
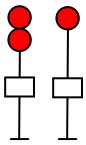
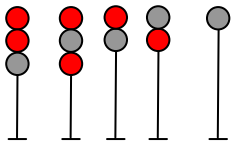
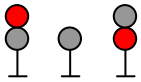
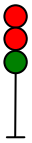
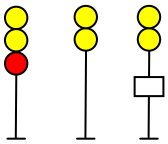
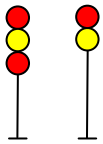
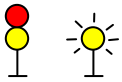
Speed Signals

BRC SPEED SIGNALS

Slow=20 MPH, Medium=25 MPH, Limited=25 MPH *Flashing* *Number Plate*

RULE	HIGH ASPECT	DWARF ASPECT	NAME	INDICATION
9.1.1			Stop	Stop
9.1.2			Stop and Proceed	Stop, and proceed at restricted speed.
9.1.3			Restricting	Proceed at restricted speed.
9.1.4			Slow Approach	Slow speed through turnouts; proceed prepared to stop at the next signal.
9.1.5			Slow Clear	Slow speed through turnouts; proceed.
9.1.6			Approach Slow	Proceed, approaching next signal not exceeding Slow speed, prepared to stop at the next signal.
9.1.7			Medium Approach	Medium speed through turnouts; proceed prepared to stop at the next signal.
9.1.8			Medium Approach Slow	Medium speed through turnouts; proceed approaching the next signal not exceeding slow speed.

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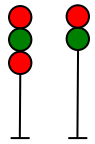
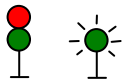
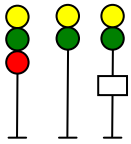
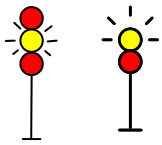
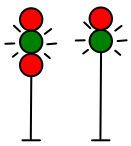
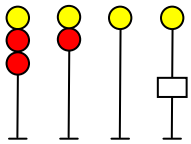
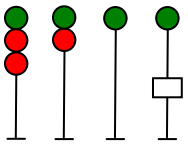
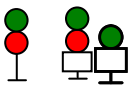
BRC SPEED SIGNALS

Slow=20 MPH, Medium=25 MPH, Limited=25 MPH *Flashing* *Number Plate*

RULE	HIGH ASPECT	DWARF ASPECT	NAME	INDICATION
9.1.9			Medium Approach Medium	Medium speed through turnouts; proceed approaching next signal not exceeding medium speed.
9.1.10			Medium Clear	Medium speed through turnouts; proceed.
9.1.11			Approach Medium	Proceed, approaching next signal not exceeding medium speed.
9.1.12			Limited Approach	Limited speed through turnouts; proceed prepared to stop at next signal.
9.1.13			Limited Approach Medium	Limited speed through turnouts; proceed not exceeding medium speed.
9.1.14			Limited Clear	Limited speed through turnouts; proceed.
9.1.15			Approach	Proceed prepared to stop at the next signal.
9.1.16			Clear	Proceed

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SYMBOLS USED IN LINEAR OPERATIONS PROFILE

1.0 ◆	MILE POSTS		SIGN RELATED TO TRAIN MOVEMENT
	MAIN TRACKS		MOVEABLE POINT FROG CROSSING
	OTHER TRACKS (INCLUDES MAINS NOT CONNECTING WITH BRC)		DERAIL
	RAPID TRANSIT TRACKS		AUTOMATIC CAR IDENTIFICATION SCANNER
H	MANUALLY OPERATED (HAND THROW) TURNOUTS		DIRECTION OF TRAFFIC
E	MANUALLY OPERATED ELECTRIC LOCKED TURNOUTS	CBS	CONTROLLED BLOCK SYSTEM TERRITORY
13 12	POWERED OR DUAL CONTROL TURNOUTS	ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
	STREET OR HIGHWAY		UNDER GRADE BRIDGE FOR HIGHWAY
A 3	AEI SITE NUMBER OF SCANNERS		UNDER GRADE BRIDGE FOR RAILROAD
RC	RADIO CONTROL SIGNS		OVER GRADE BRIDGE FOR HIGHWAY
CRAGIN JCT. INTERLOCKING / CONTROLLED BY METRA	INTERLOCKING NAME (Above) CONTROLLED BY IF NOT BELT DISPATCHER (Below)		OVER GRADE BRIDGE FOR RAILROAD
	SIGNALS (Mast Mounted or Dwarf)		WATERWAY
	SIGNALS (Bridge Mounted)		GRADE CROSSING PROTECTION (Gate and Flashers)
	SIGNALS (Cantilever Mounted)		GRADE CROSSING PROTECTION (Flashers)
	AUTOMATIC SIGNAL (With Number Plate)		GRADE CROSSING PROTECTION (Crossbuck Only)
	SIGNAL WITH DUMMY MAST (Doll Arm)		
	STOP BOARD		

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 0.0 – MP 2.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description	MPH
	Main Track Turnouts except those noted below	15

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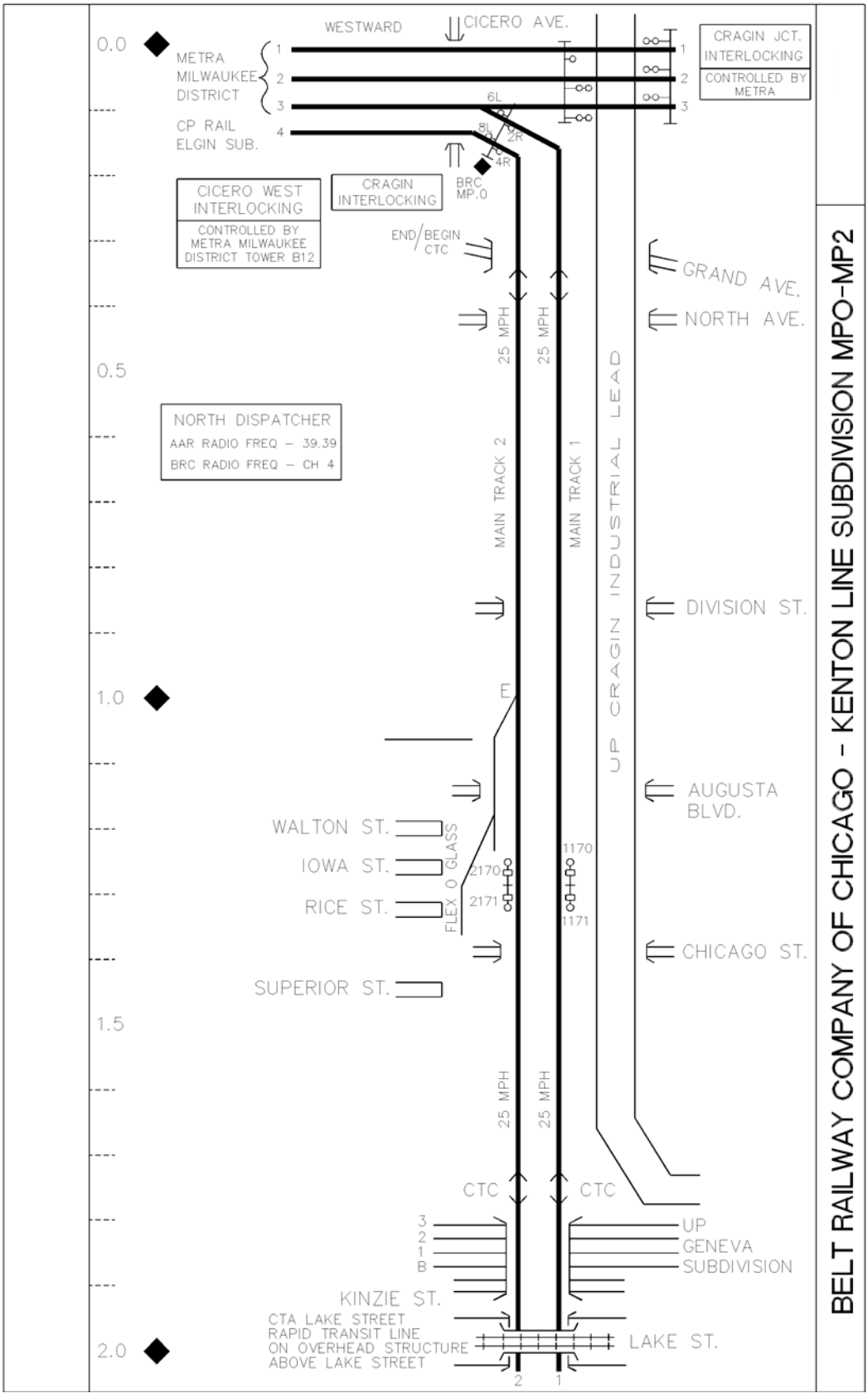
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MPO-MP2
WESTWARD
CICERO AVE.
METRA MILWAUKEE DISTRICT
CP RAIL ELGIN SUB.
CRAGIN JCT. INTERLOCKING
CONTROLLED BY METRA
CICERO WEST INTERLOCKING
CONTROLLED BY METRA MILWAUKEE DISTRICT TOWER B12
CRAGIN INTERLOCKING
BRC MP.0
END/BEGIN CTC
NORTH DISPATCHER
AAR RADIO FREQ – 39.39
BRC RADIO FREQ – CH 4
UP CRAGIN INDUSTRIAL LEAD
MAIN TRACK 1
MAIN TRACK 2
25 MPH
GRAND AVE.
NORTH AVE.
DIVISION ST.
AUGUSTA BLVD.
CHICAGO ST.
WALTON ST.
IOWA ST.
RICE ST.
SUPERIOR ST.
FLEX O GLASS
CTC
UP GENEVA SUBDIVISION
KINZIE ST.
CTA LAKE STREET RAPID TRANSIT LINE ON OVERHEAD STRUCTURE ABOVE LAKE STREET
LAKE ST.
0.0
0.5
1.0
1.5
2.0

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 2.0 – MP 4.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description	MPH
	Main Track Turnouts except those noted below	15

Speed Restrictions – Sidings:

Description	MPH
22nd Street Runaround Track	10

22nd Street Yard

- BRC North Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

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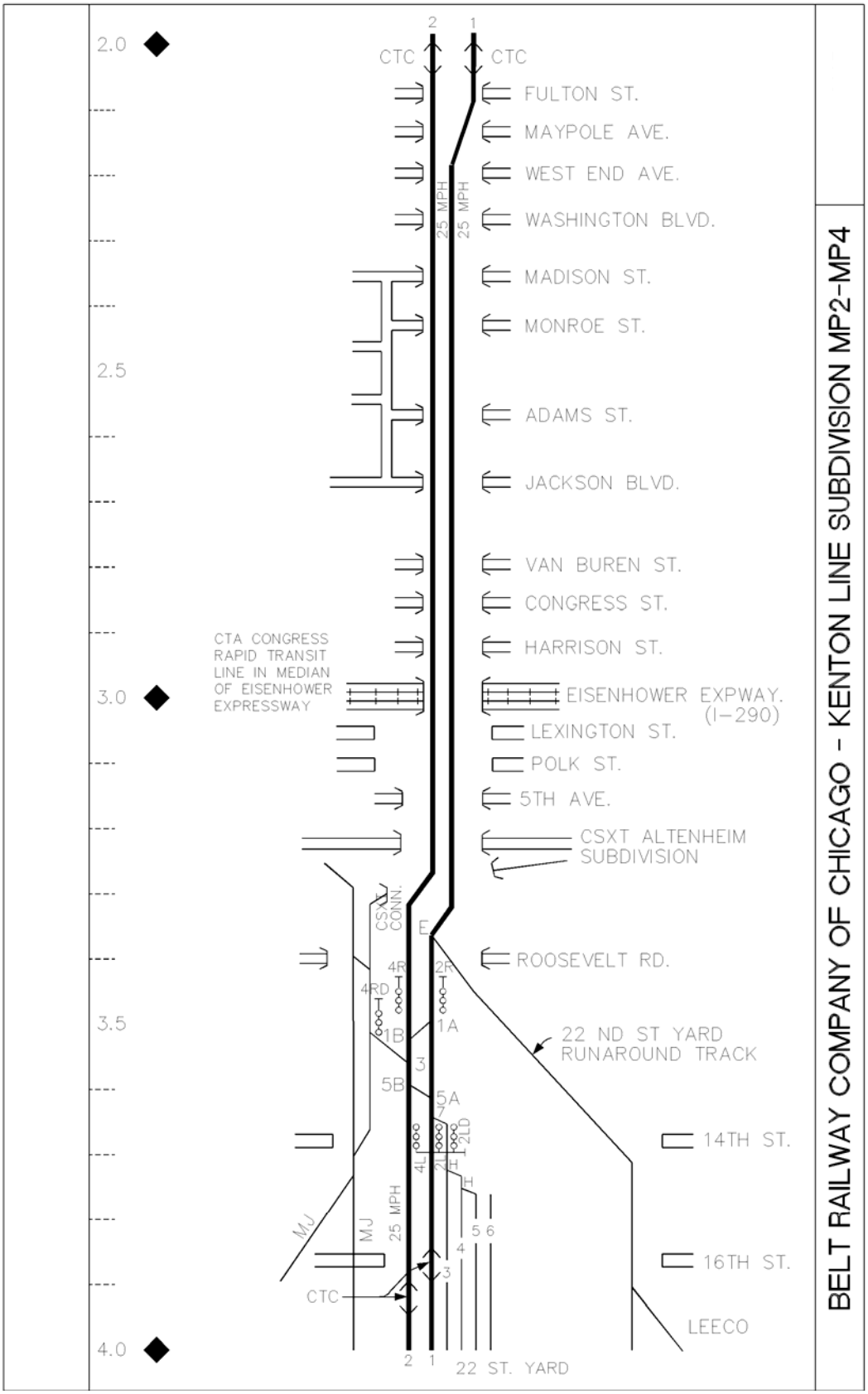
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP2-MP4
2.0
2.5
3.0
3.5
4.0
CTC
CTC
FULTON ST.
MAYPOLE AVE.
WEST END AVE.
WASHINGTON BLVD.
MADISON ST.
MONROE ST.
ADAMS ST.
JACKSON BLVD.
VAN BUREN ST.
CONGRESS ST.
HARRISON ST.
EISENHOWER EXPWAY. (I-290)
LEXINGTON ST.
POLK ST.
5TH AVE.
CSXT ALTENHEIM SUBDIVISION
ROOSEVELT RD.
14TH ST.
16TH ST.
LEECO
CTA CONGRESS RAPID TRANSIT LINE IN MEDIAN OF EISENHOWER EXPRESSWAY
CSX CONN.
22 ND ST YARD RUNAROUND TRACK
22 ST. YARD
25 MPH
25 MPH
25 MPH
CTC
MJ
MJ

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 4.0 – MP 6.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description	MPH
	Main Track Turnouts except those noted below	15
5.3	Hawthorne Interlocking Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
22nd Street Runaround Track	10

22nd Street Yard

- BRC North Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

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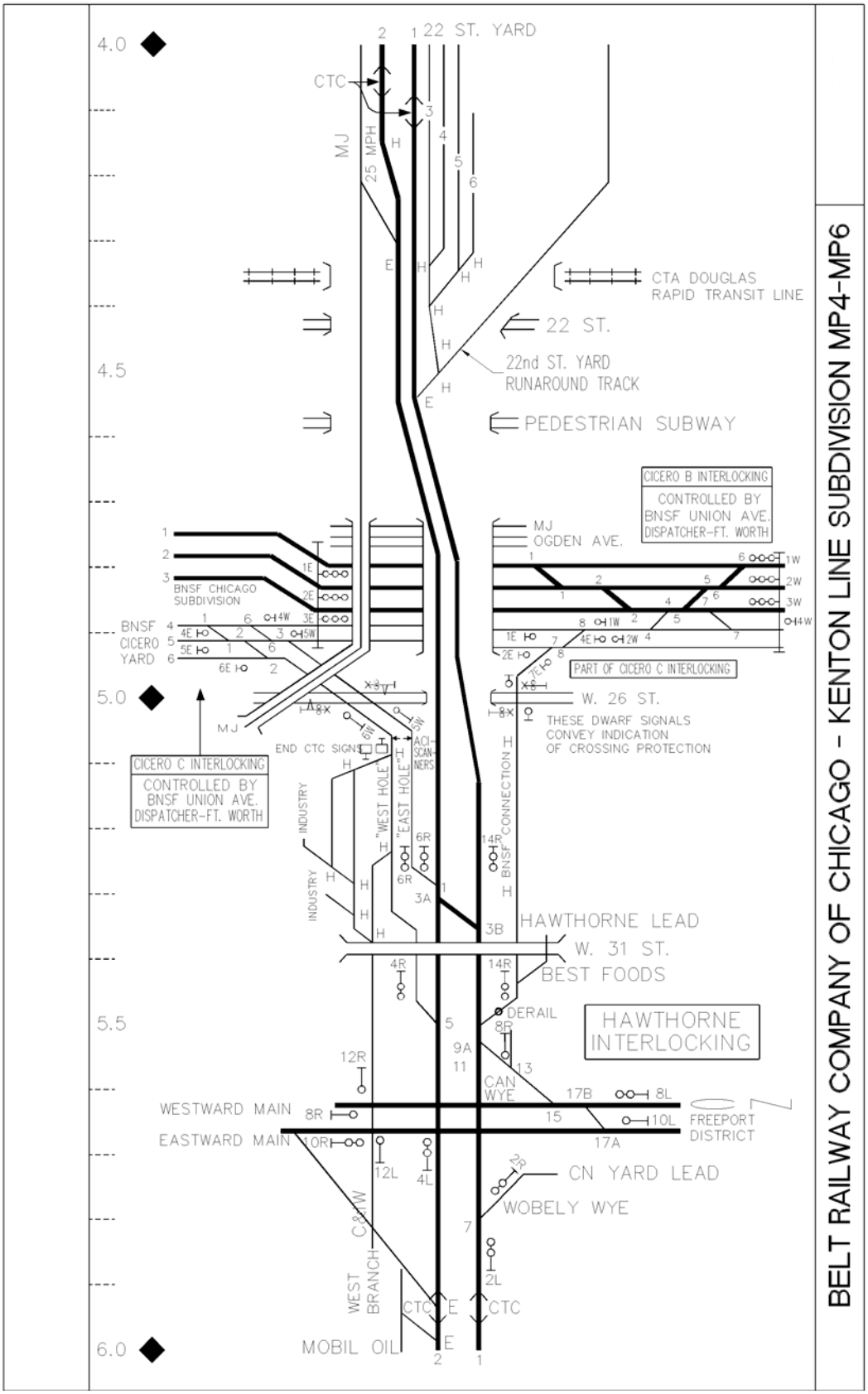
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP4-MP6
4.0
4.5
5.0
5.5
6.0
22 ST. YARD
CTC
MJ
25 MPH
CTA DOUGLAS
RAPID TRANSIT LINE
22 ST.
22nd ST. YARD
RUNAROUND TRACK
PEDESTRIAN SUBWAY
CICERO B INTERLOCKING
CONTROLLED BY
BNSF UNION AVE.
DISPATCHER-FT. WORTH
MJ
OGDEN AVE.
BNSF CHICAGO
SUBDIVISION
BNSF
CICERO
YARD
PART OF CICERO C INTERLOCKING
W. 26 ST.
THESE DWARF SIGNALS
CONVEY INDICATION
OF CROSSING PROTECTION
END CTC SIGNS
ACI
SCAN-
NERS
CICERO C INTERLOCKING
CONTROLLED BY
BNSF UNION AVE.
DISPATCHER-FT. WORTH
INDUSTRY
"WEST HOLE"
"EAST HOLE"
BNSF CONNECTION
HAWTHORNE LEAD
W. 31 ST.
BEST FOODS
DERAIL
HAWTHORNE
INTERLOCKING
CAN
WYE
WESTWARD MAIN
EASTWARD MAIN
FREEPORT
DISTRICT
CN YARD LEAD
WOBELY WYE
C&IW
WEST
BRANCH
MOBIL OIL

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 6.0 – MP 8.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description	MPH
	Main Track Turnouts except those noted below	15
6.6	LeMoyne Interlocking Main 1 to Main 2	25
6.7	LeMoyne Interlocking Main 1 to Main 2	25
7.9	55th Street Interlocking Main 1 to Main 2	25
8.1	55th Street Interlocking Main 2 to 59th Street Subdivision	25
8.1	55th Street Interlocking Main 1 to 59th Street Subdivision	25

Speed Restrictions – Sidings:

Description	MPH
C&A Siding	10

5.8.2 (7) Sounding Whistles
Whistle must be sounded at Archer Avenue.

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	Archer and Kolmar

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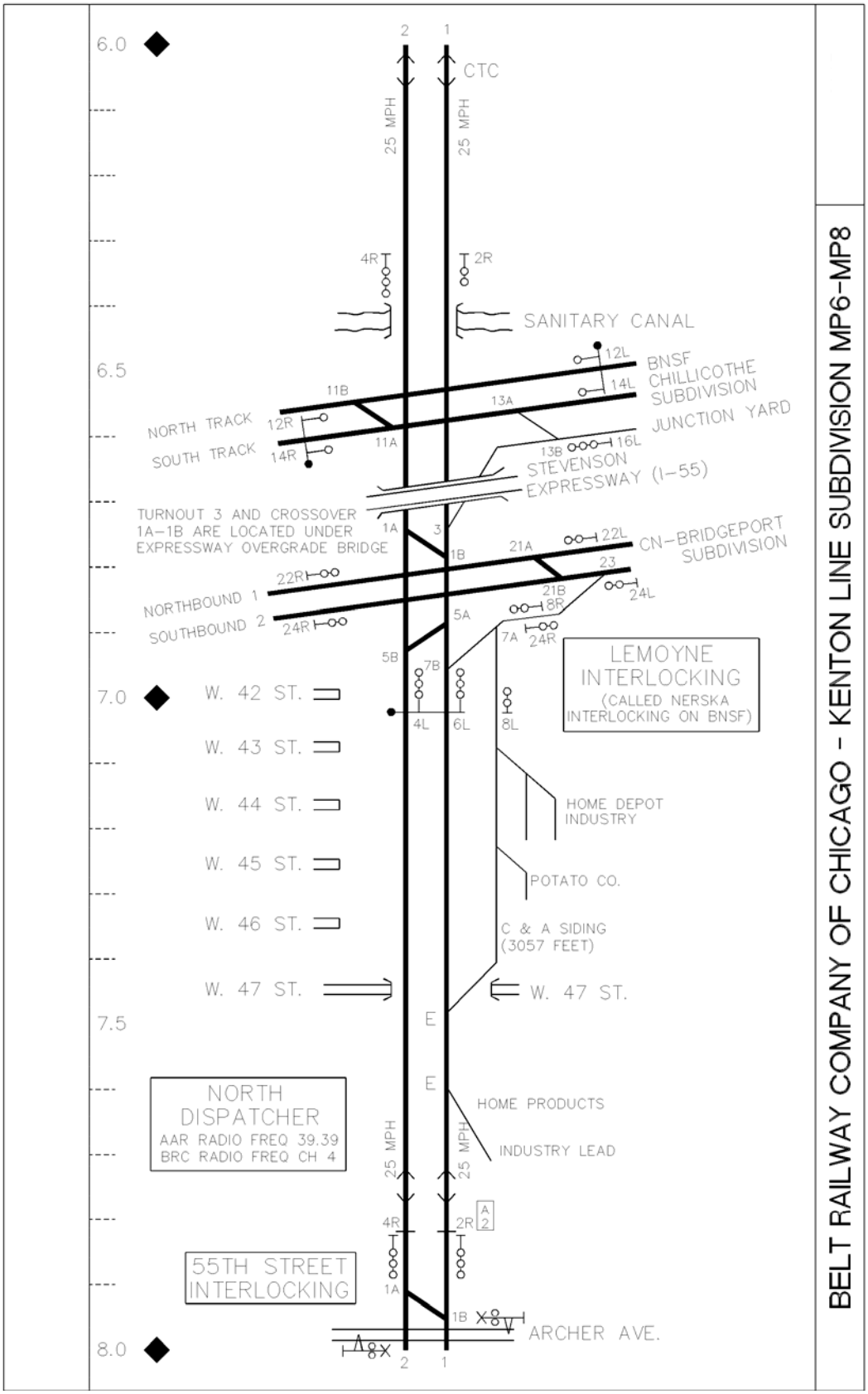
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP6-MP8
6.0
6.5
7.0
7.5
8.0
CTC
25 MPH
SANITARY CANAL
BNSF
CHILLICOTHE
SUBDIVISION
JUNCTION YARD
NORTH TRACK
SOUTH TRACK
STEVENSON
EXPRESSWAY (I-55)
TURNOUT 3 AND CROSSOVER
1A-1B ARE LOCATED UNDER
EXPRESSWAY OVERGRADE BRIDGE
CN-BRIDGEPORT
SUBDIVISION
NORTHBOUND 1
SOUTHBOUND 2
LEMOYNE
INTERLOCKING
(CALLED NERSKA
INTERLOCKING ON BNSF)
W. 42 ST.
W. 43 ST.
W. 44 ST.
W. 45 ST.
W. 46 ST.
W. 47 ST.
HOME DEPOT
INDUSTRY
POTATO CO.
C & A SIDING
(3057 FEET)
HOME PRODUCTS
INDUSTRY LEAD
NORTH
DISPATCHER
AAR RADIO FREQ 39.39
BRC RADIO FREQ CH 4
55TH STREET
INTERLOCKING
ARCHER AVE.

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 8.0 – MP 10.0
ELSDON IND LEAD – 6.28
DISPATCHER: NORTH
Radio – 3939
DISPATCHER: SOUTH
Radio - 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
7.9	55th Street Interlocking	Main 1 to Main 2	25
8.1	55th Street Interlocking	Main 2 to 59th Street Subdivision	25
8.1	55th Street Interlocking	Main 1 to 59th Street Subdivision	25

5.8.2 (7) Sounding Whistles
Whistle must be sounded at Archer Avenue.

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	Archer and Kolmar
Kenton Line	4700 W. 55th Street
Kenton Line	4700 W. 59th Street
Kenton Line	4700 W. 63rd Street
Kenton Line	4700 W. Marquette

Elsdon Industrial Lead

- BRC trackage extends between 55th St. Interlocking and MP 1.5.
- BRC Dispatcher must be contacted to obtain authority to occupy the Elsdon Industrial Lead.
- BRC Dispatcher must be contacted when clear of the Elsdon Industrial Lead.
- Movements towards BNSF Corwith Yard governed by GCOR 6.28. BNSF Corwith Yardmaster must be contacted via radio (AAR 36-36) for authority to enter trackage.
- Movement towards the CN Elsdon Industrial Track is governed by CN USOR 520 “Movement on other than Main Track” (same as GCOR 6.28). CN Train Dispatcher #4 must be contacted via radio (AAR 28-28) for authority to enter trackage.
- Movement towards the NS 49th Street Line on No. 2 and No. 3 Industrial Tracks is governed by the Ashland Avenue Yardmaster via radio (AAR 64-64) for authority to enter trackage.

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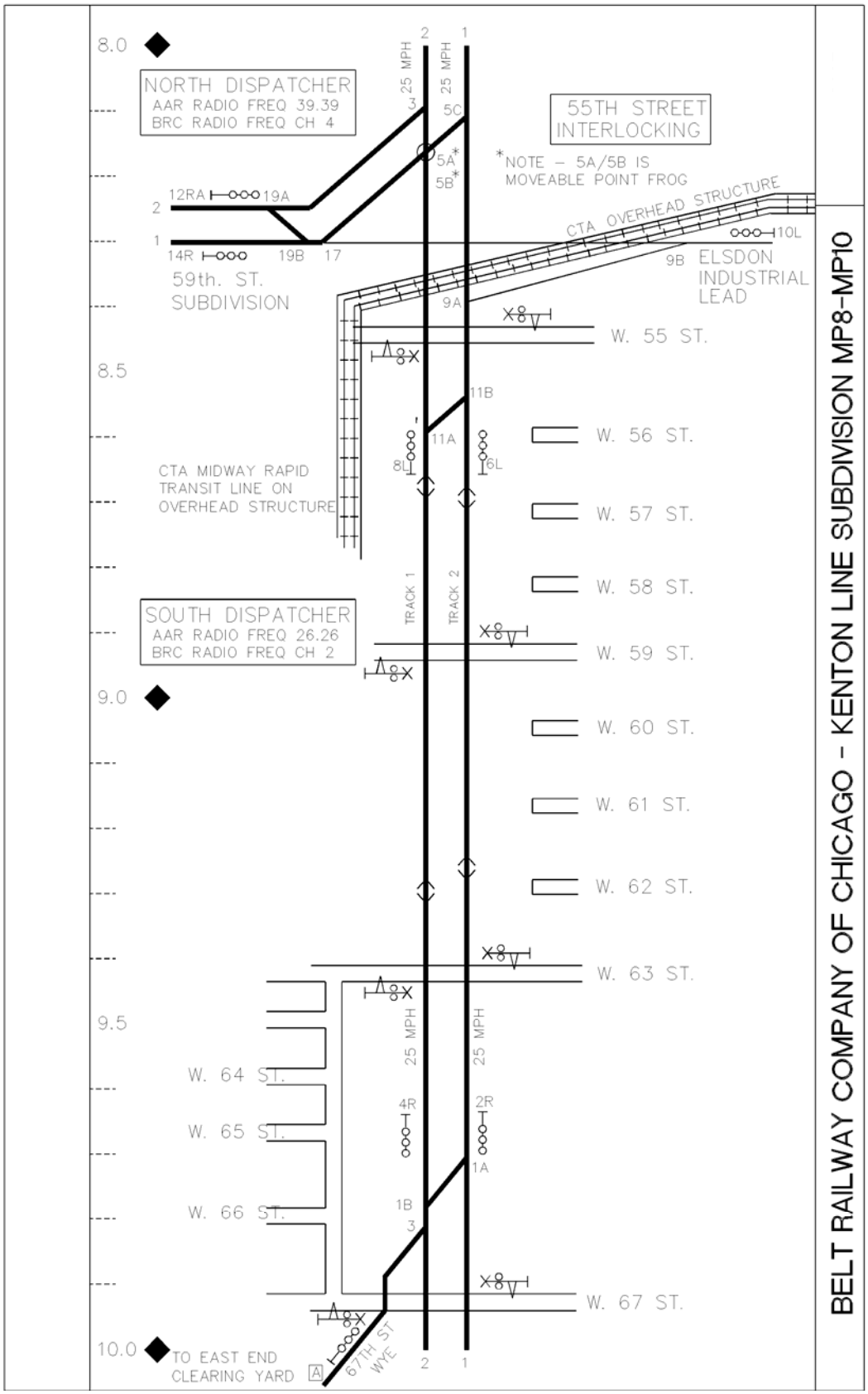
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP8-MP10
8.0
NORTH DISPATCHER
AAR RADIO FREQ 39.39
BRC RADIO FREQ CH 4
25 MPH
25 MPH
55TH STREET
INTERLOCKING
*NOTE – 5A/5B IS
MOVEABLE POINT FROG
12RA
19A
14R
19B
17
59th. ST.
SUBDIVISION
CTA OVERHEAD STRUCTURE
10L
9B
ELSDON
INDUSTRIAL
LEAD
9A
W. 55 ST.
8.5
11B
11A
8L
6L
W. 56 ST.
CTA MIDWAY RAPID
TRANSIT LINE ON
OVERHEAD STRUCTURE
W. 57 ST.
W. 58 ST.
TRACK 1
TRACK 2
SOUTH DISPATCHER
AAR RADIO FREQ 26.26
BRC RADIO FREQ CH 2
W. 59 ST.
9.0
W. 60 ST.
W. 61 ST.
W. 62 ST.
W. 63 ST.
9.5
W. 64 ST.
W. 65 ST.
W. 66 ST.
4R
2R
1A
1B
W. 67 ST.
10.0
TO EAST END
CLEARING YARD
67TH ST
WYE

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 10.0 – MP 12.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
12.9	Western Ave Interlocking	South Running Track to Main 2	25
12.9	Western Ave Interlocking	Main 1 to Main 2	25
13.0	Western Ave Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Wabash Lead Siding	25
South Running Track Siding	25

Speed Restrictions – Misc.:

Description	MPH
Rockwell Street Yard - 6 axle locomotives through turnouts	5

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
Kenton Line	2600 W. Columbus Avenue

5.8.2 (7) Sounding Whistles
Whistle must be sounded at Columbus Avenue (Southwest Hwy).

Rockwell Yard
- BRC South Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

Interlockings:
Forest Hill Interlocking is controlled by the CSX Dispatcher.

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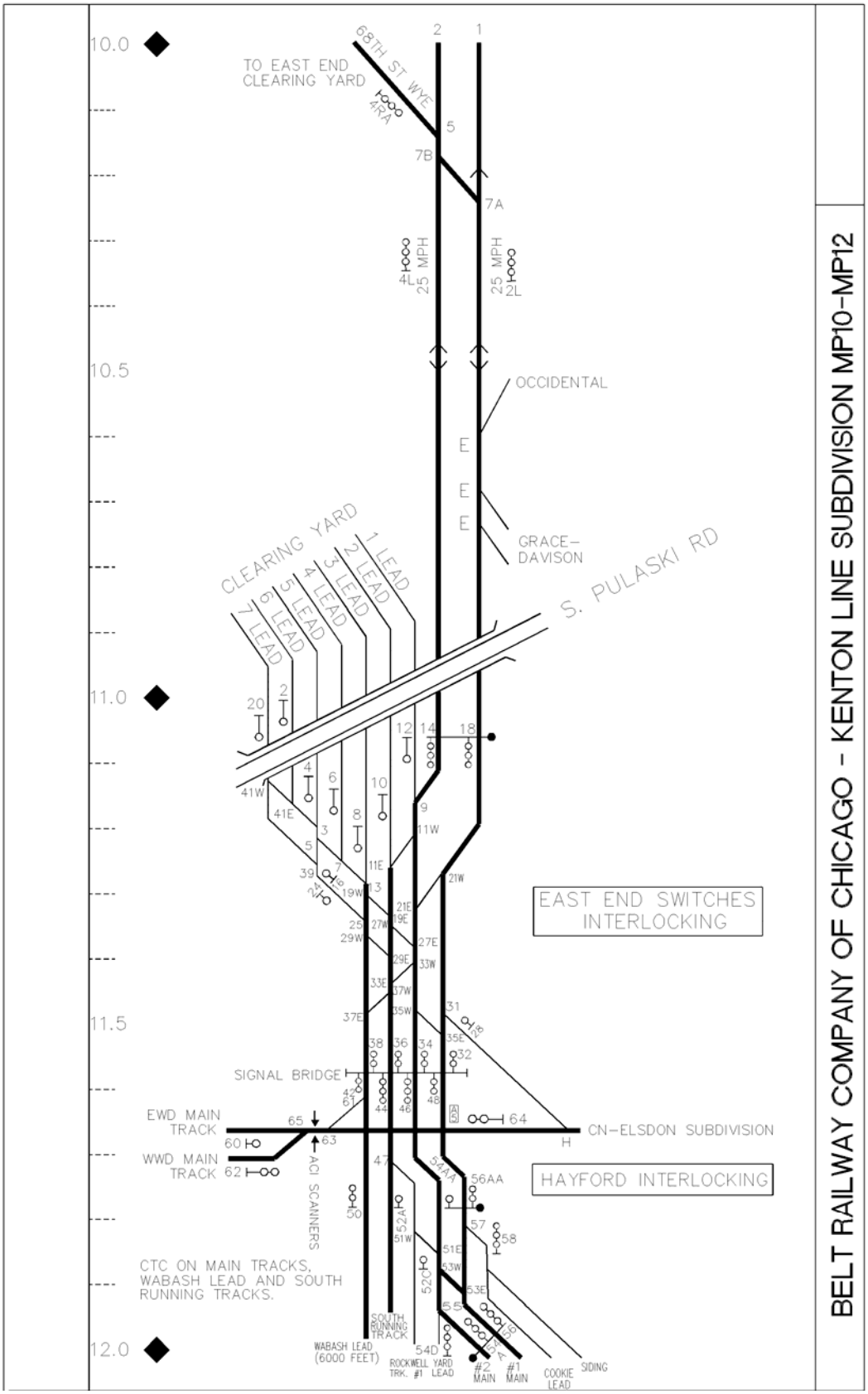
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP10-MP12
10.0
10.5
11.0
11.5
12.0
TO EAST END CLEARING YARD
68TH ST WYE
4RA
2
1
5
7B
7A
4L
25 MPH
25 MPH
2L
OCCIDENTAL
E
E
E
GRACE-DAVISON
S. PULASKI RD
CLEARING YARD
1 LEAD
2 LEAD
3 LEAD
4 LEAD
5 LEAD
6 LEAD
7 LEAD
EAST END SWITCHES INTERLOCKING
SIGNAL BRIDGE
EWD MAIN TRACK
WWD MAIN TRACK
ACI SCANNERS
CN-ELSDON SUBDIVISION
HAYFORD INTERLOCKING
CTC ON MAIN TRACKS, WABASH LEAD AND SOUTH RUNNING TRACKS.
SOUTH RUNNING TRACK
WABASH LEAD (6000 FEET)
ROCKWELL YARD TRK. #1 LEAD
#2 MAIN
#1 MAIN
COOKIE LEAD
SIDING

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 12.0 – MP 14.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
12.9	Western Avenue Interlocking	South Running Track to Main 2	25
12.9	Western Ave Interlocking	Main 1 to Main 2	25
13.0	Western Ave Interlocking	Main 1 to Main 2	25
13.6	Western Ave Interlocking	Main 1 to CSX Blue Island Subdivision	25
14.0	Belt Junction Interlocking	All Turnouts	25

Interlockings:
Forest Hill Interlocking is controlled by the CSX Dispatcher.

5.8.2 (7) Sounding Whistles
Whistle must be sounded at Columbus Avenue (Southwest Hwy).

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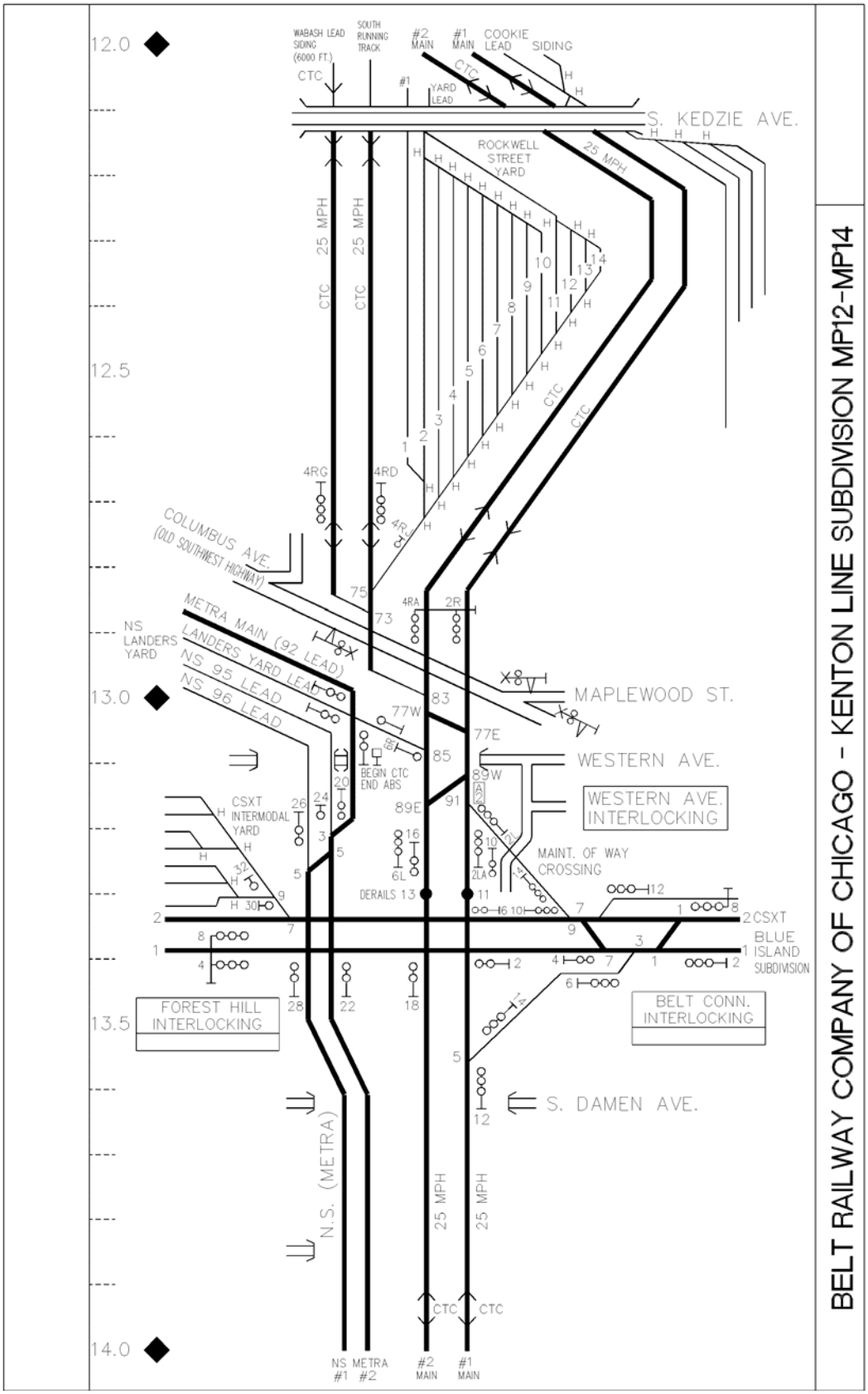
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP12-MP14
12.0
12.5
13.0
13.5
14.0
WABASH LEAD SIDING (6000 FT.)
SOUTH RUNNING TRACK
#2 MAIN
#1 MAIN
COOKIE LEAD
SIDING
CTC
#1 YARD LEAD
S. KEDZIE AVE.
ROCKWELL STREET YARD
25 MPH
4RG
4RD
COLUMBUS AVE. (OLD SOUTHWEST HIGHWAY)
METRA MAIN (92 LEAD)
NS LANDERS YARD
LANDERS YARD LEAD
NS 95 LEAD
NS 96 LEAD
MAPLEWOOD ST.
WESTERN AVE.
BEGIN CTC END ABS
WESTERN AVE. INTERLOCKING
CSXT INTERMODAL YARD
MAINT. OF WAY CROSSING
DERAILS 13
2 CSXT
1 BLUE ISLAND SUBDIVISION
FOREST HILL INTERLOCKING
BELT CONN. INTERLOCKING
S. DAMEN AVE.
N.S. (METRA)
NS METRA #1 #2
#2 MAIN
#1 MAIN

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KENTON SUBDIVISION

MUTLIPLE MAIN TRACKS – CTC
MP 14.0 – MP 16.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
14.0	Belt Jct Interlocking	All Turnouts	25
15.6	80th Street Interlocking	Main 1 to Main 2	25
15.7	80th Street Interlocking	Belt 3 to Main 2	25
15.9	80th Street Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10

87th Street Yard

- BRC South Dispatcher must be contacted for yarding instructions.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

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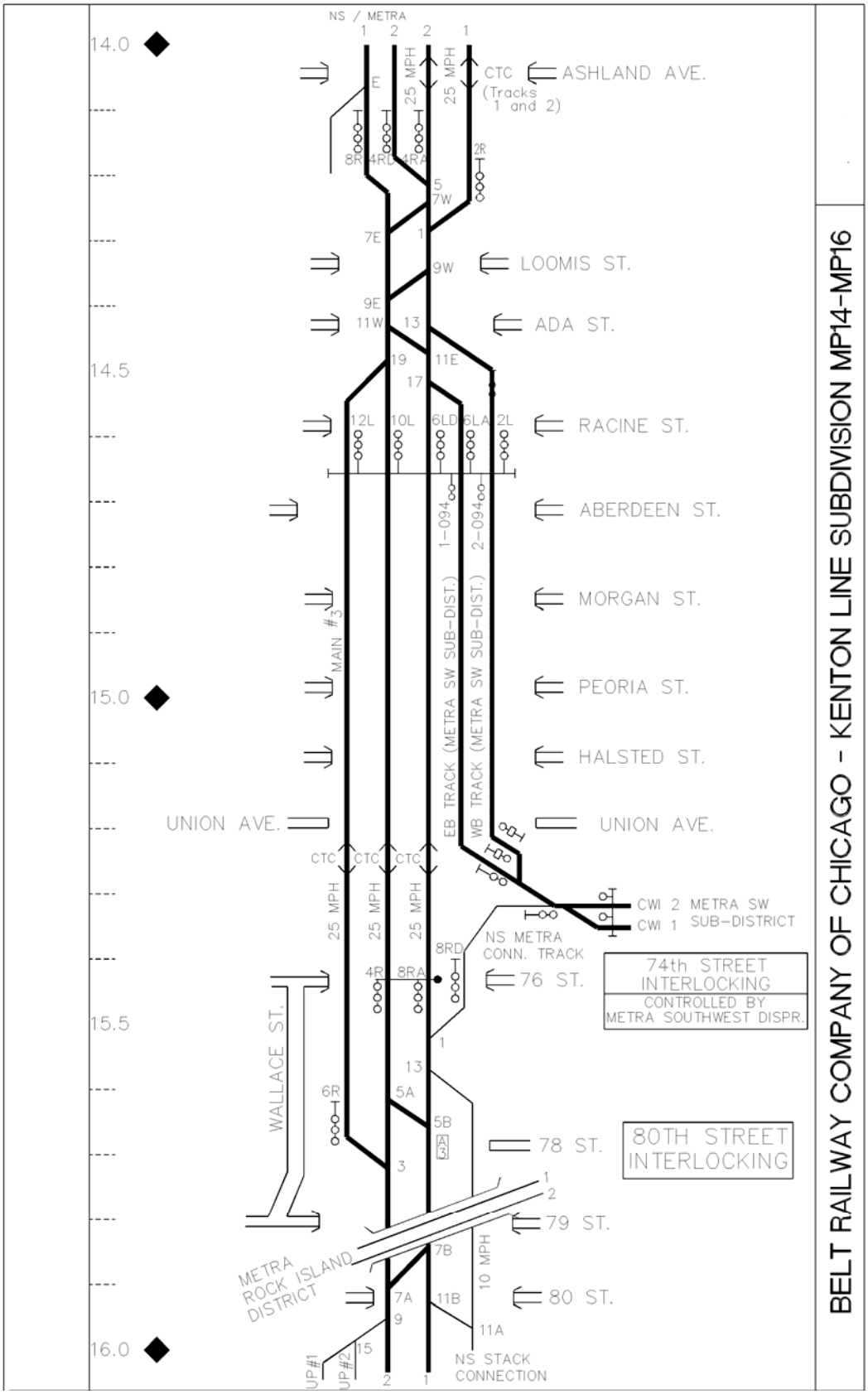
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP14-MP16
NS / METRA
14.0
14.5
15.0
15.5
16.0
ASHLAND AVE.
CTC (Tracks 1 and 2)
25 MPH
LOOMIS ST.
ADA ST.
RACINE ST.
ABERDEEN ST.
MORGAN ST.
PEORIA ST.
HALSTED ST.
UNION AVE.
MAIN #3
EB TRACK (METRA SW SUB-DIST.)
WB TRACK (METRA SW SUB-DIST.)
1-094
2-094
CWI 2 METRA SW
CWI 1 SUB-DISTRICT
NS METRA CONN. TRACK
76 ST.
74th STREET INTERLOCKING
CONTROLLED BY METRA SOUTHWEST DISPR.
WALLACE ST.
78 ST.
80TH STREET INTERLOCKING
79 ST.
80 ST.
METRA ROCK ISLAND DISTRICT
10 MPH
NS STACK CONNECTION
UP#1
UP#2

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 16.0 – MP 18.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
15.6	80th Street Interlocking	Main 1 to Main 2	25
15.7	80th Street Interlocking	Belt 3 to Main 2	25
15.9	80th Street Interlocking	Main 1 to Main 2	25

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10

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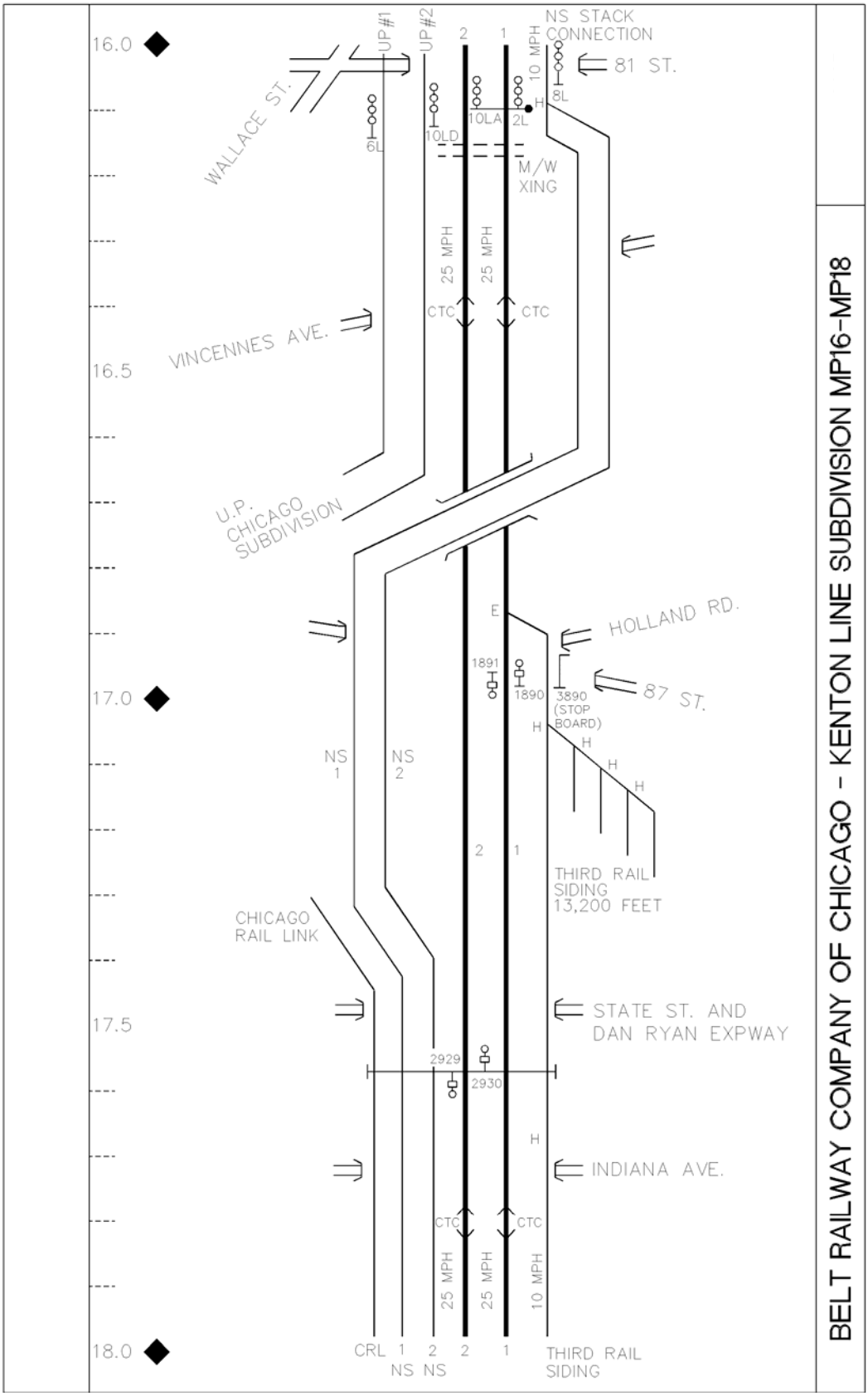
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP16-MP18
16.0
16.5
17.0
17.5
18.0
WALLACE ST.
UP#1
UP#2
NS STACK CONNECTION
81 ST.
10 MPH
8L
6L
10LD
10LA
2L
M/W XING
25 MPH
25 MPH
CTC
CTC
VINCENNES AVE.
U.P. CHICAGO SUBDIVISION
HOLLAND RD.
87 ST.
1891
1890
3890 (STOP BOARD)
NS 1
NS 2
THIRD RAIL SIDING 13,200 FEET
CHICAGO RAIL LINK
STATE ST. AND DAN RYAN EXPWAY
2929
2930
INDIANA AVE.
CRL NS
NS
THIRD RAIL SIDING

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KENTON SUBDIVISION

MUTLIPLE MAIN TRACKS – CTC
MP 18.0 – MP 20.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Turnouts and Crossovers:

MP	Description		MPH
	Main Track Turnouts except those noted below		15
19.2	Pullman Jct Interlocking	Main 1 to Main 2	25
19.4	Pullman Jct Interlocking	Main 1 to Main 2	25

Speed Restrictions – Misc.:

Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

Speed Restrictions – Sidings:

Description	MPH
Third Rail Siding	10

Commercial Avenue Yard

- BRC South Dispatcher must be contacted for yarding instructions.
- Main Track 2, South End:
  a. South end of train must clear 17/18 switch by 200 feet, if practicable.
  b. North end of train must clear Pullman Junction.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

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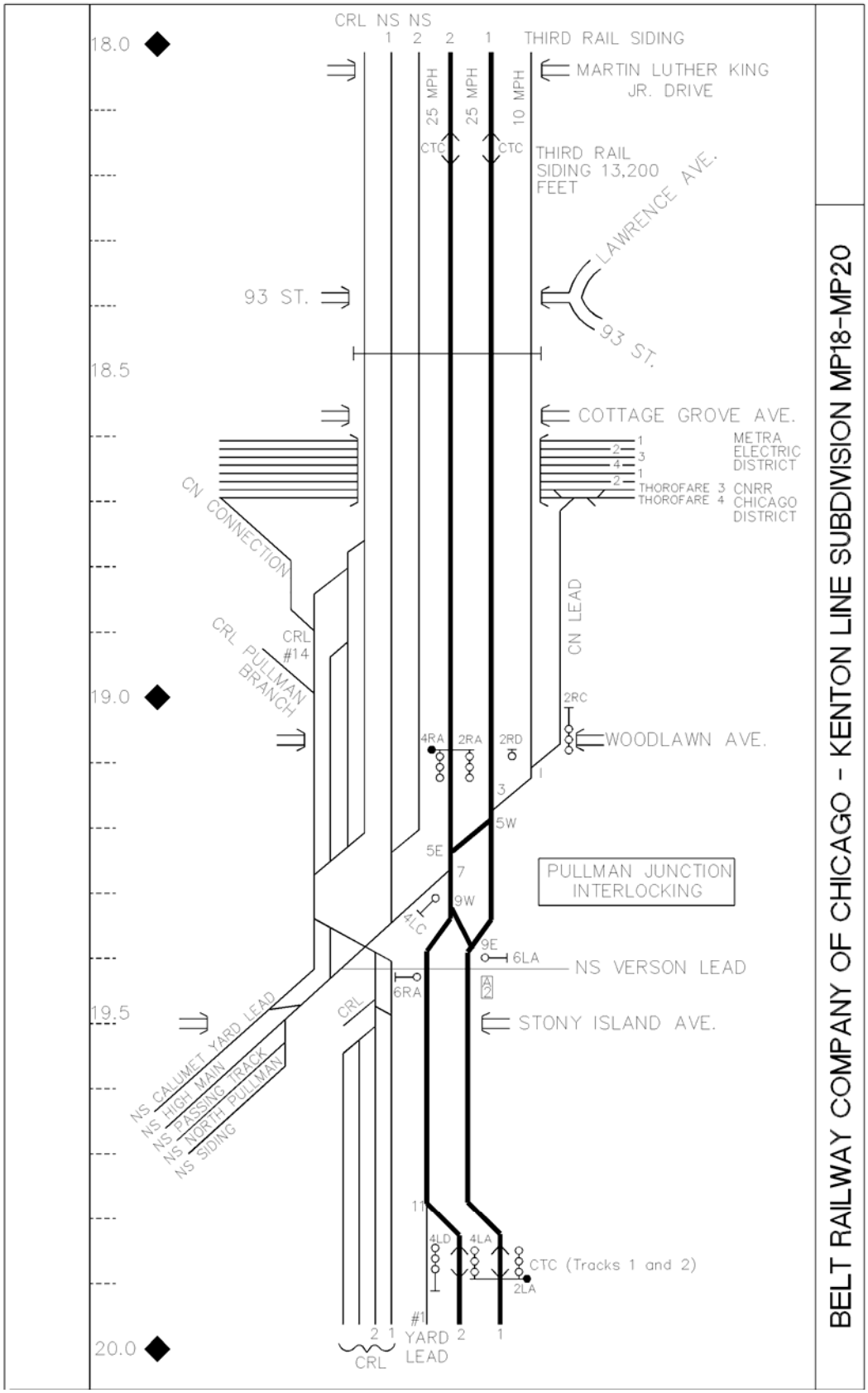
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP18-MP20
CRL NS NS
1 2 2 1
THIRD RAIL SIDING
MARTIN LUTHER KING JR. DRIVE
25 MPH
25 MPH
10 MPH
CTC
CTC
THIRD RAIL SIDING 13,200 FEET
LAWRENCE AVE.
93 ST.
93 ST.
18.0
18.5
19.0
19.5
20.0
COTTAGE GROVE AVE.
METRA ELECTRIC DISTRICT
THOROFARE 3 CNRR
THOROFARE 4 CHICAGO DISTRICT
CN CONNECTION
CRL PULLMAN BRANCH
CRL #14
CN LEAD
2RC
WOODLAWN AVE.
4RA
2RA
2RD
5W
5E
7
9W
4LC
9E
6LA
NS VERSON LEAD
6RA
PULLMAN JUNCTION INTERLOCKING
STONY ISLAND AVE.
NS CALUMET YARD LEAD
NS HIGH MAIN
NS PASSING TRACK
NS NORTH PULLMAN
NS SIDING
CRL
11
4LD
4LA
CTC (Tracks 1 and 2)
2LA
#1 YARD LEAD
CRL

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 20.0 – MP 22.0
DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Misc.:

Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

Commercial Avenue Yard

- BRC South Dispatcher must be contacted for yarding instructions.
- Main Track 2, South End:
    a. South end of train must clear 17/18 switch by 200 feet, if practicable.
    b. North end of train must clear Pullman Junction.

Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track

South Chicago Industrial Lead

Wall Track and Fence Track: BRC South Dispatcher must be contacted for authority to occupy.

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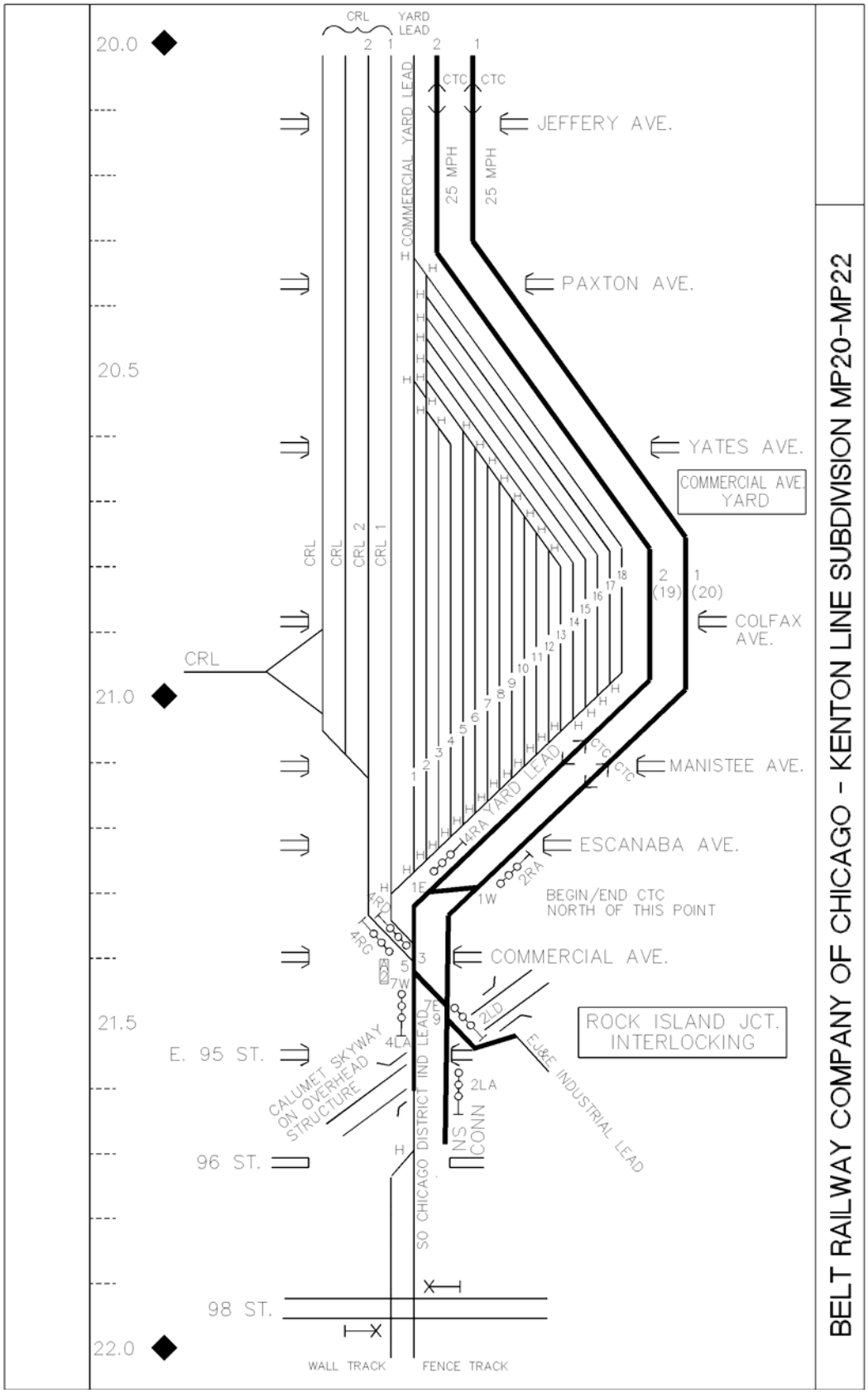
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP20-MP22
20.0
20.5
21.0
21.5
22.0
CRL
YARD LEAD
COMMERCIAL YARD LEAD
CTC
25 MPH
JEFFERY AVE.
PAXTON AVE.
YATES AVE.
COMMERCIAL AVE. YARD
COLFAX AVE.
MANISTEE AVE.
ESCANABA AVE.
BEGIN/END CTC NORTH OF THIS POINT
COMMERCIAL AVE.
ROCK ISLAND JCT. INTERLOCKING
E. 95 ST.
96 ST.
98 ST.
CALUMET SKYWAY ON OVERHEAD STRUCTURE
SO CHICAGO DISTRICT IND LEAD
NS CONN
EJ&E INDUSTRIAL LEAD
WALL TRACK
FENCE TRACK

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KENTON SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 22.0 – MP 24.0

DISPATCHER: SOUTH
Radio – 2626

Speed Restrictions

MP	Description	MPH
	Main Track	25
	Tracks other than Main Tracks and Sidings unless otherwise designated	10

Speed Restrictions – Misc.:

Description	MPH
South Chicago District Industrial Lead	10
South Chicago District Yard: - Northward train movements approaching 100th Street until crossing is occupied	5
EJE Industrial Lead	10
Commercial Avenue Yard - 6 axle locomotives through turnouts	5

Commercial Avenue Yard

- BRC South Dispatcher must be contacted for yarding instructions.
- Main Track 2, South End:
    a. South end of train must clear 17/18 switch by 200 feet, if practicable.
    b. North end of train must clear Pullman Junction.
- Crews setting out cars are to advise the Dispatcher of head and rear car numbers left in each track.

South Chicago Industrial Lead

Wall Track and Fence Track: BRC South Dispatcher must be contacted for authority to occupy.

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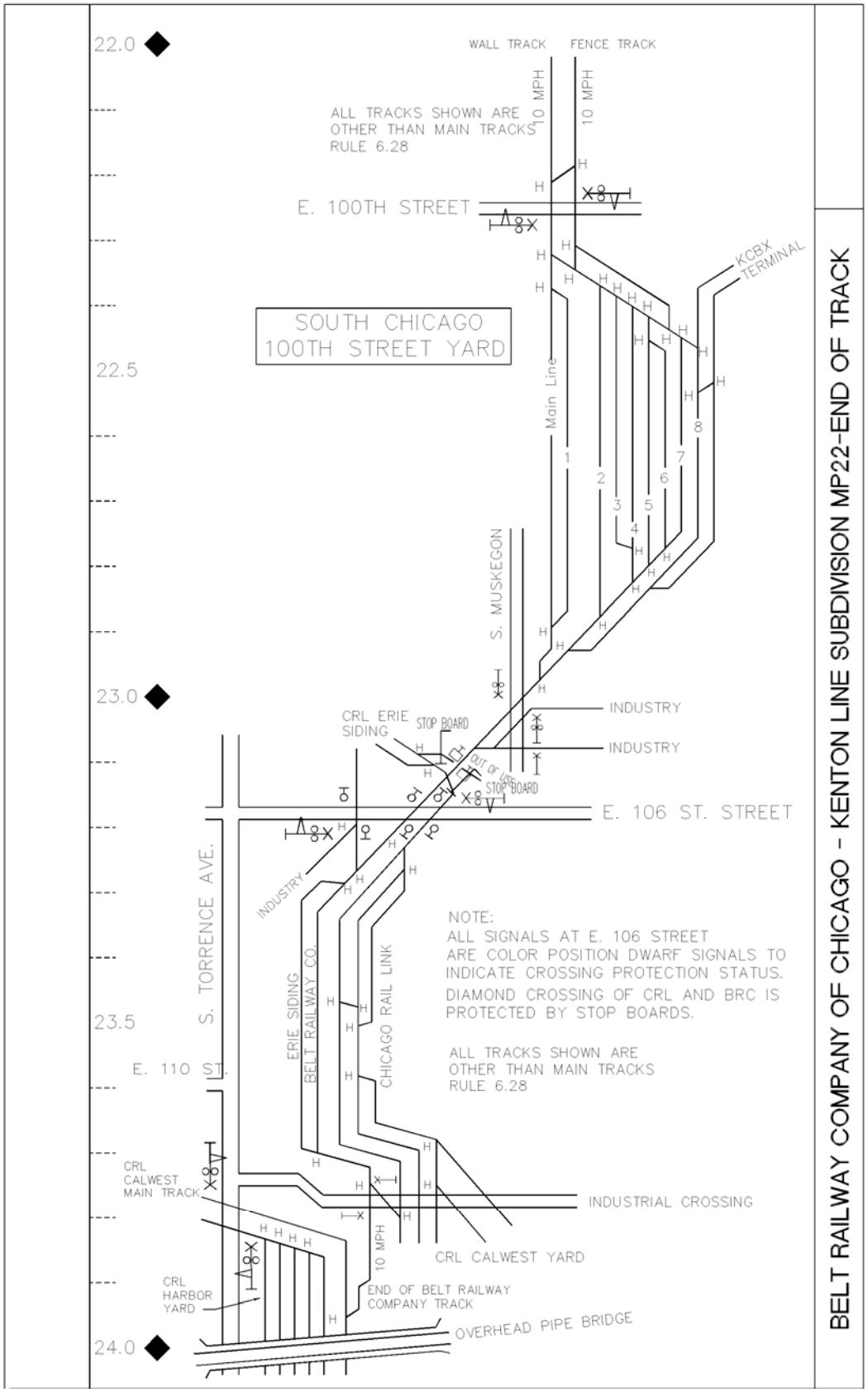
22.0
22.5
23.0
23.5
24.0
WALL TRACK
FENCE TRACK
10 MPH
10 MPH
ALL TRACKS SHOWN ARE OTHER THAN MAIN TRACKS RULE 6.28
E. 100TH STREET
SOUTH CHICAGO 100TH STREET YARD
KCBX TERMINAL
Main Line
1
2
3
4
5
6
7
8
S. MUSKEGON
INDUSTRY
INDUSTRY
CRL ERIE SIDING
STOP BOARD
OUT OF USE
STOP BOARD
E. 106 ST. STREET
INDUSTRY
S. TORRENCE AVE.
E. 110 ST.
ERIE SIDING
BELT RAILWAY CO.
CHICAGO RAIL LINK
NOTE:
ALL SIGNALS AT E. 106 STREET ARE COLOR POSITION DWARF SIGNALS TO INDICATE CROSSING PROTECTION STATUS.
DIAMOND CROSSING OF CRL AND BRC IS PROTECTED BY STOP BOARDS.
ALL TRACKS SHOWN ARE OTHER THAN MAIN TRACKS RULE 6.28
CRL CALWEST MAIN TRACK
INDUSTRIAL CROSSING
10 MPH
CRL CALWEST YARD
CRL HARBOR YARD
END OF BELT RAILWAY COMPANY TRACK
OVERHEAD PIPE BRIDGE
BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE SUBDIVISION MP22-END OF TRACK

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59th STREET SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC

ELSDON INDUSTRIAL LEAD – MP 0.0 – MP 1.5
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

5.8.2 (7) Sounding Whistles
Whistle must be sounded at Archer Avenue

Elsdon Industrial Lead

- BRC trackage extends between 55th St. Interlocking and MP 1.5.
- BRC Dispatcher must be contacted to obtain authority to occupy the Elsdon Industrial Lead.
- BRC Dispatcher must be contacted when clear of the Elsdon Industrial Lead.
- Movements towards BNSF Corwith Yard governed by GCOR 6.28. BNSF Corwith Yardmaster must be contacted via radio (AAR 36-36) for authority to enter trackage.
- Movement towards the CN Elsdon Industrial Track is governed by CN USOR 520 “Movement on other than Main Track” (same as GCOR 6.28). CN Train Dispatcher #4 must be contacted via radio (AAR 28-28) for authority to enter trackage.
- Movement towards the NS 49th Street Line on No. 2 and No. 3 Industrial Tracks is governed by the Ashland Avenue Yardmaster via radio (AAR 64-64) for authority to enter trackage.

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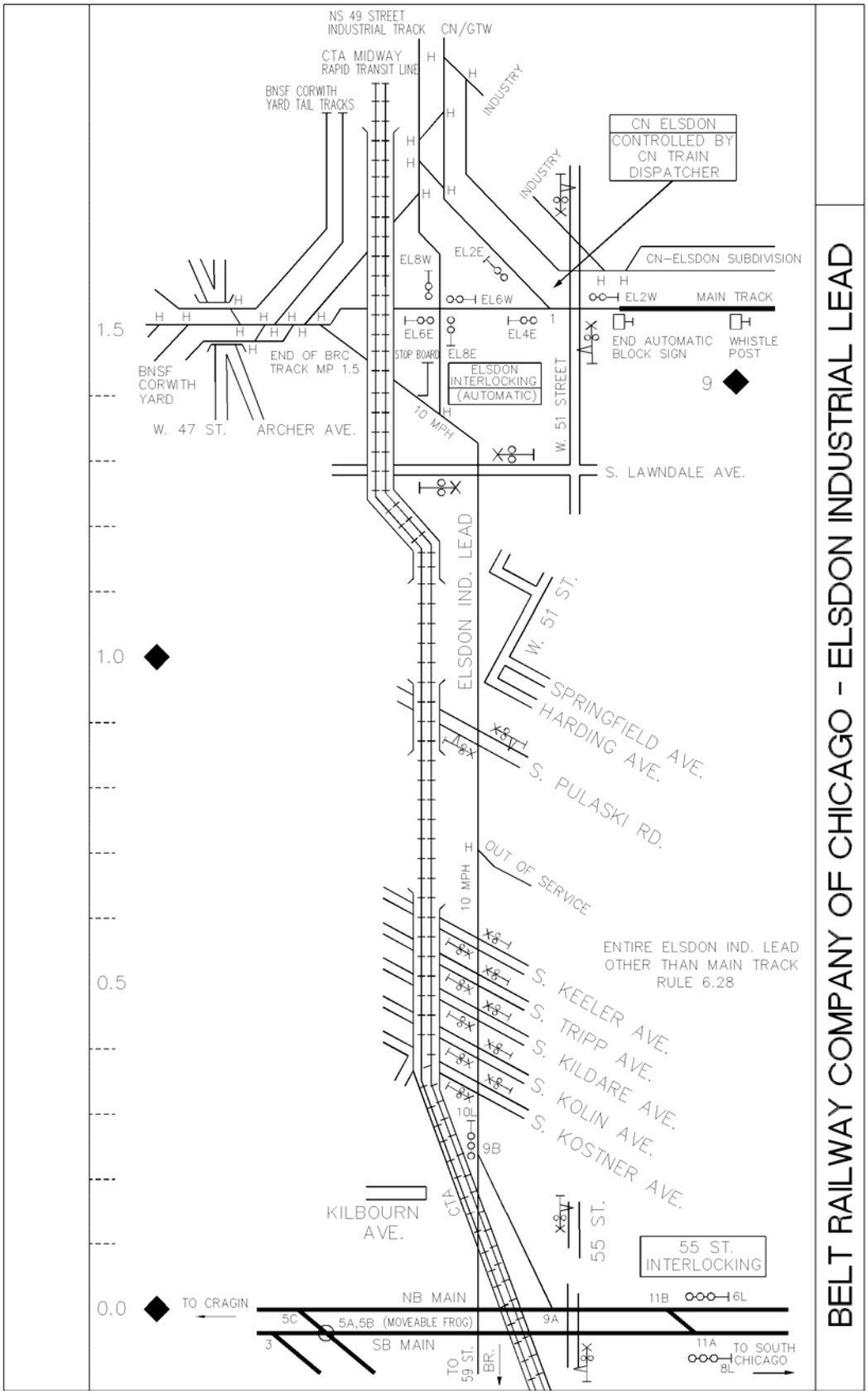
BELT RAILWAY COMPANY OF CHICAGO - ELSDON INDUSTRIAL LEAD
NS 49 STREET INDUSTRIAL TRACK
CN/GTW
CTA MIDWAY RAPID TRANSIT LINE
BNSF CORWITH YARD TAIL TRACKS
INDUSTRY
CN ELSDON CONTROLLED BY CN TRAIN DISPATCHER
CN-ELSDON SUBDIVISION
MAIN TRACK
EL8W
EL2E
EL6W
EL2W
EL6E
EL4E
EL8E
STOP BOARD
END AUTOMATIC BLOCK SIGN
WHISTLE POST
ELSDON INTERLOCKING (AUTOMATIC)
END OF BRC TRACK MP 1.5
BNSF CORWITH YARD
W. 47 ST.
ARCHER AVE.
10 MPH
W. 51 STREET
S. LAWNDALE AVE.
ELSDON IND. LEAD
W. 51 ST.
SPRINGFIELD AVE.
HARDING AVE.
S. PULASKI RD.
OUT OF SERVICE
ENTIRE ELSDON IND. LEAD OTHER THAN MAIN TRACK RULE 6.28
S. KEELER AVE.
S. TRIPP AVE.
S. KILDARE AVE.
S. KOLIN AVE.
S. KOSTNER AVE.
KILBOURN AVE.
CTA
55 ST.
55 ST. INTERLOCKING
TO CRAGIN
NB MAIN
SB MAIN
5C
5A,5B (MOVEABLE FROG)
9A
11B
6L
11A
8L
TO SOUTH CHICAGO
TO 59 ST. BR.
1.5
1.0
0.5
0.0
9
10L
9B
3

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59th STREET SUBDIVISION

MUTLIPLE MAIN TRACKS – CTC
MP 0.0 – MP 2.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59th Street	5400 W. Central Avenue
59th Street	5600 W. 55th Street

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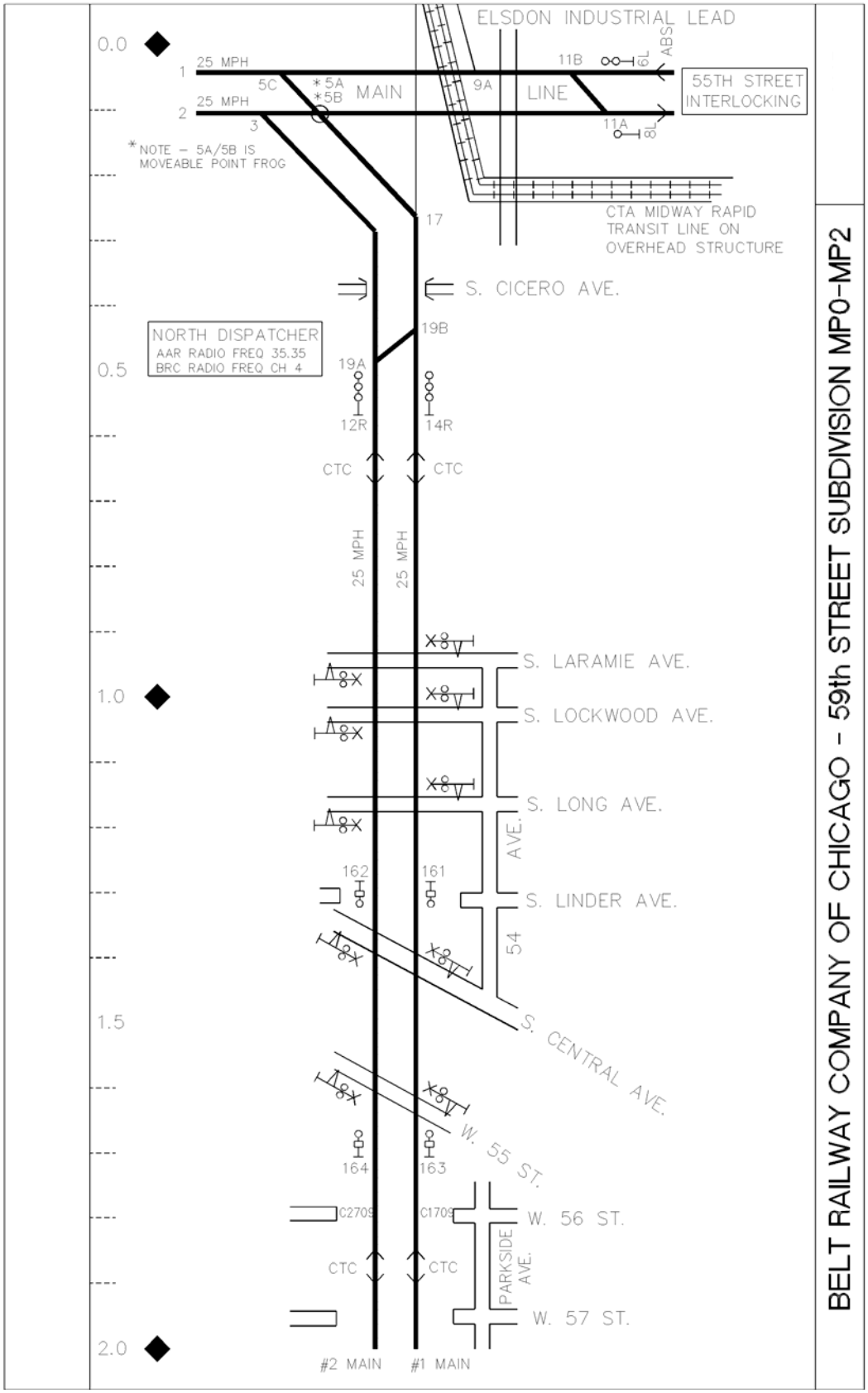
BELT RAILWAY COMPANY OF CHICAGO - 59th STREET SUBDIVISION MP0-MP2
ELSDON INDUSTRIAL LEAD
0.0
1
25 MPH
2
25 MPH
3
5C
*5A
*5B
MAIN
9A
LINE
11B
6L
ABS
11A
8L
55TH STREET
INTERLOCKING
*NOTE - 5A/5B IS
MOVEABLE POINT FROG
CTA MIDWAY RAPID
TRANSIT LINE ON
OVERHEAD STRUCTURE
17
S. CICERO AVE.
19B
NORTH DISPATCHER
AAR RADIO FREQ 35.35
BRC RADIO FREQ CH 4
0.5
19A
12R
14R
CTC
CTC
25 MPH
25 MPH
S. LARAMIE AVE.
1.0
S. LOCKWOOD AVE.
S. LONG AVE.
AVE.
162
161
S. LINDER AVE.
54
1.5
S. CENTRAL AVE.
W. 55 ST.
164
163
C2709
C1709
W. 56 ST.
CTC
CTC
PARKSIDE
AVE.
W. 57 ST.
2.0
#2 MAIN
#1 MAIN

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59th STREET SUBDIVISION

MUTLIPLE MAIN TRACKS – CTC
MP 2.0 – MP 4.0
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59th Street	5932 S. Narragansett

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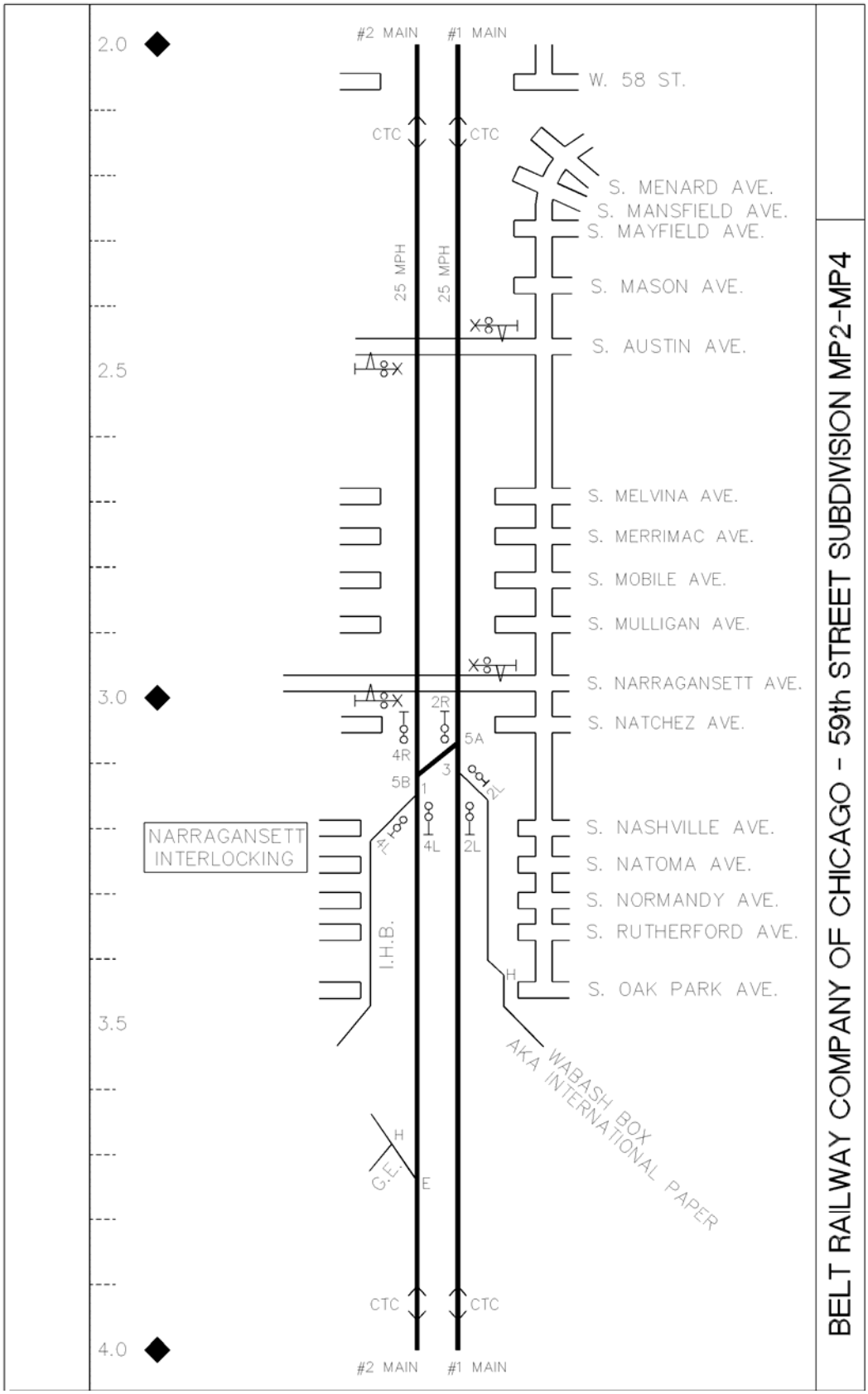
BELT RAILWAY COMPANY OF CHICAGO - 59th STREET SUBDIVISION MP2-MP4
#2 MAIN
#1 MAIN
W. 58 ST.
CTC
S. MENARD AVE.
S. MANSFIELD AVE.
S. MAYFIELD AVE.
25 MPH
S. MASON AVE.
S. AUSTIN AVE.
2.0
2.5
3.0
3.5
4.0
S. MELVINA AVE.
S. MERRIMAC AVE.
S. MOBILE AVE.
S. MULLIGAN AVE.
S. NARRAGANSETT AVE.
S. NATCHEZ AVE.
2R
4R
5A
5B
3
1
4L
2L
NARRAGANSETT
INTERLOCKING
S. NASHVILLE AVE.
S. NATOMA AVE.
S. NORMANDY AVE.
S. RUTHERFORD AVE.
S. OAK PARK AVE.
I.H.B.
H
G.E.
E
WABASH BOX
AKA INTERNATIONAL PAPER

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59th STREET SUBDIVISION
MUTLIPLE MAIN TRACKS – CTC
MP 4.0 – MP 5.5
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10
North Blue Island Lead	20
South Blue Island Lead	20
North Proviso Lead	10
South Proviso Lead	10
Argo Industrial Lead	10

911 Crossings-Emergency Communication:
Trains stopped or anticipated to be obstructing these crossings for more than ten (10) minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

Subdivision	Crossing Location
59th Street	7200 W. 63rd Street

63rd Street

- Trains holding at 63rd Street must be stopped a minimum of 200 feet north of crossing, if train length permits clearing of Narragansett street crossing.

Argo Industrial Lead

- BRC Dispatcher must be contacted to obtain authority to occupy the Argo Industrial Lead.
- Cars will be handled with train line air hoses coupled and train line air cut in. Movement without air is prohibited on the Argo Industrial Lead.

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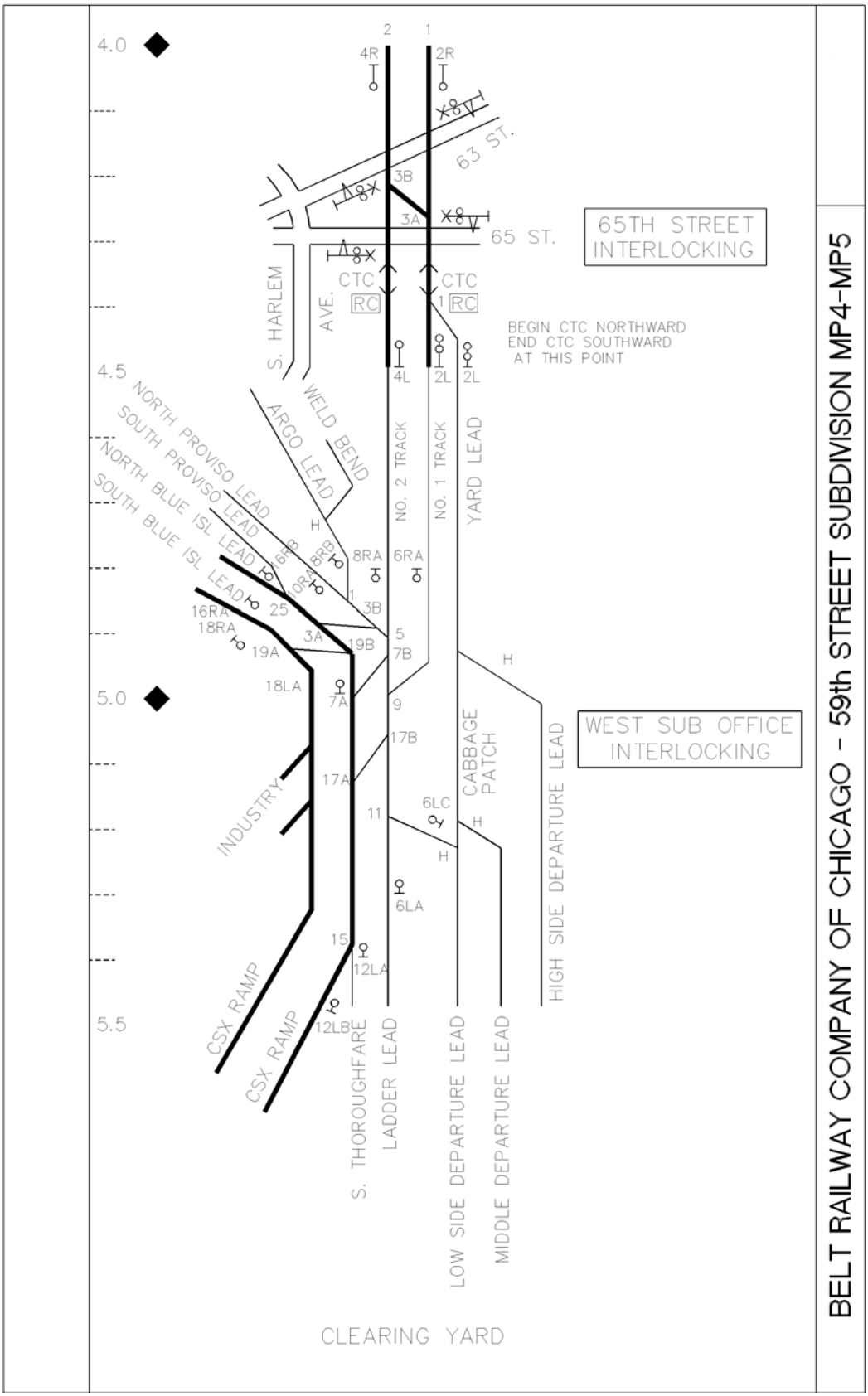
BELT RAILWAY COMPANY OF CHICAGO – 59th STREET SUBDIVISION MP4-MP5
65TH STREET INTERLOCKING
WEST SUB OFFICE INTERLOCKING
BEGIN CTC NORTHWARD
END CTC SOUTHWARD
AT THIS POINT
CLEARING YARD
63 ST.
65 ST.
S. HARLEM AVE.
CTC
RC
NO. 2 TRACK
NO. 1 TRACK
YARD LEAD
ARGO LEAD
WELD BEND
NORTH PROVISO LEAD
SOUTH PROVISO LEAD
NORTH BLUE ISL LEAD
SOUTH BLUE ISL LEAD
INDUSTRY
CSX RAMP
CSX RAMP
S. THOROUGHFARE
LADDER LEAD
LOW SIDE DEPARTURE LEAD
MIDDLE DEPARTURE LEAD
CABBAGE PATCH
HIGH SIDE DEPARTURE LEAD
4.0
4.5
5.0
5.5

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59th STREET SUBDIVISION

MUTLIPLE MAIN TRACKS – CTC
WEST SUB
DISPATCHER: NORTH
Radio – 3939

Speed Restrictions:

Track	MPH
Main Track	25
Main Track Turnouts and Crossovers	15
Tracks other than Main Tracks and Sidings unless otherwise designated	10
North Blue Island Lead	20
South Blue Island Lead	20
North Proviso Lead	10
South Proviso Lead	10
Elsdon Industrial Lead	10
Argo Industrial Lead	10

Argo Industrial Lead

- BRC Dispatcher must be contacted to obtain authority to occupy the Argo Industrial Lead.
- Cars will be handled with train line air hoses coupled and train line air cut in. Movement without air is prohibited on the Argo Industrial Lead.

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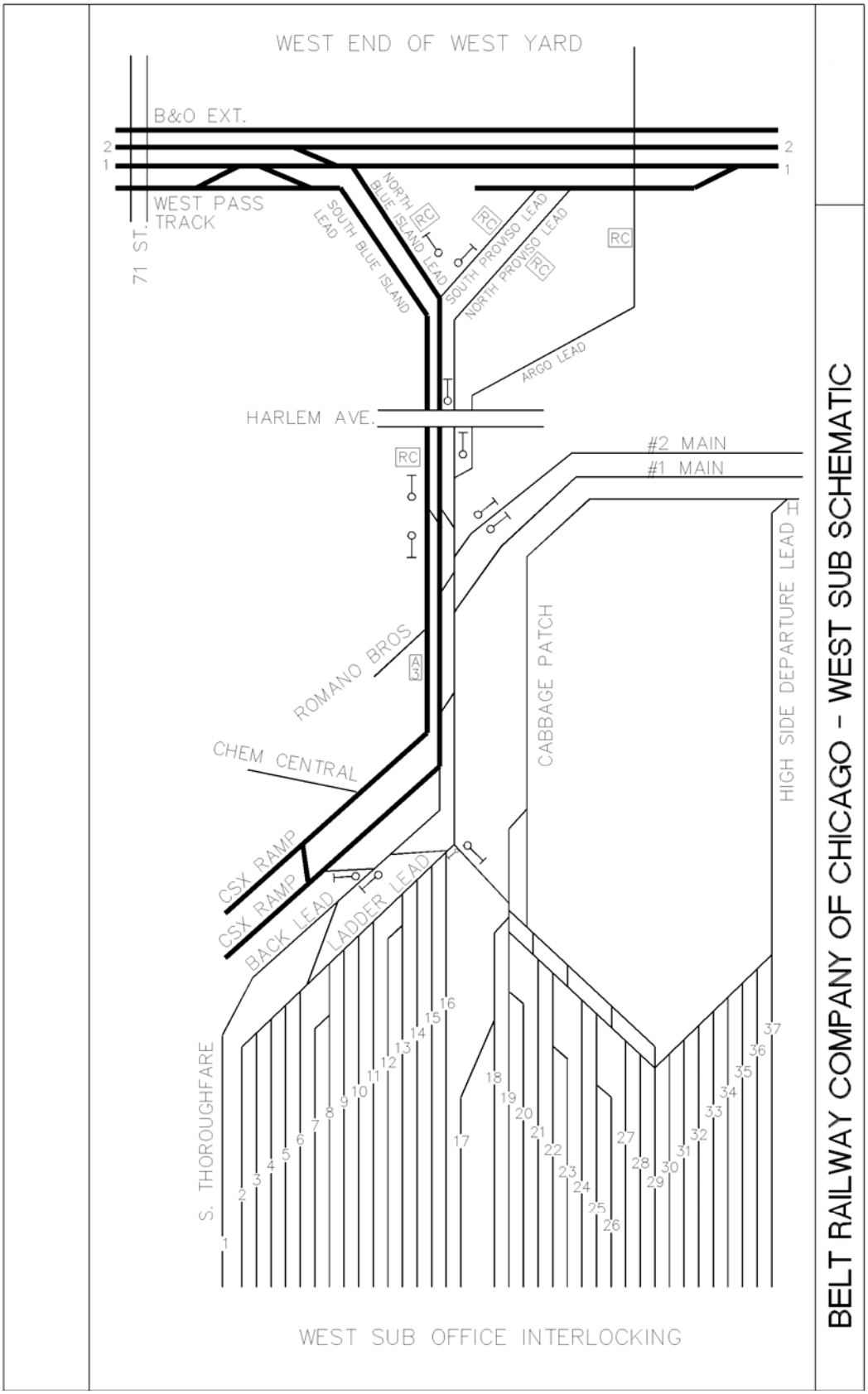
WEST END OF WEST YARD
B&O EXT.
WEST PASS TRACK
71 ST.
SOUTH BLUE ISLAND LEAD
NORTH BLUE ISLAND LEAD
SOUTH PROVISO LEAD
NORTH PROVISO LEAD
ARGO LEAD
HARLEM AVE.
#2 MAIN
#1 MAIN
ROMANO BROS
CHEM CENTRAL
CSX RAMP
CSX RAMP
BACK LEAD
LADDER LEAD
CABBAGE PATCH
HIGH SIDE DEPARTURE LEAD
S. THOROUGHFARE
WEST SUB OFFICE INTERLOCKING
BELT RAILWAY COMPANY OF CHICAGO – WEST SUB SCHEMATIC

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CLEARING YARD – 6.28
Radio
Humpmaster - 5757
West YDM - 1818
East YDM - 8989
Diesel Shop - 7979

Speed Restrictions:

Tracks	MPH
All Tracks other than Main Tracks unless otherwise designated	10
South Thoroughfare	10
North Thoroughfare	10
Locomotive Service Tracks - EXCEPTION: North Thoroughfare Mechanical controlled limits	5 10
Rip Tracks	5

Operating Characteristics:

Tracks	Authority
1 – 2 Leads, East Receiving Yard	Humpmaster
3 – 7 Leads, East Receiving Yard	East Yardmaster
East Receiving Yard	Humpmaster
East Approach Tracks, Tracks 1 – 4	Humpmaster
East Class Yard, Tracks 1 – 63	East Yardmaster
East Class Yard, Tracks 64 – 65	Car Department
East Departure Yard	East Yardmaster
Martin Yard	CSXI Bedford Park
West Receiving Yard	Humpmaster
West Approach Tracks, Tracks 1 - 5	Humpmaster
West Class Yard	West Yardmaster
West Departure Yard	West Yardmaster
Cabbage Patch Lead, West Departure Yard	West Yardmaster
High Side Lead, West Departure Yard	West Yardmaster
South Thoroughfare, Cicero Avenue to Central Avenue	East Yardmaster
South Thoroughfare, Central Avenue to 6 XO. (Back Lead)	Humpmaster
Back Lead	Humpmaster
North Thoroughfare, West Yard Office to Central Avenue • Except designated Mechanical Department controlled limits as identified by posted signage	West Yardmaster
North Thoroughfare, Central Avenue to Cicero Avenue • Except designated Mechanical Department controlled limits as identified by posted signage	Humpmaster
Locomotive Service Tracks • Including North Thoroughfare Mechanical Department controlled limits as identified by posted signage	Diesel Shop
67th Street / 68th Street, including Wye tracks	Humpmaster

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Hump Approach Signals: Informational signals associated with the hump operation. Signals do not govern movement in connection with yarding trains, light engine movement, etc.

Yard Air – Departure Yards: Cars worked by the carmen will be left with the air coupled and cut-in. Crews pulling trains are required to close both angle cocks prior to uncoupling hoses. Do not allow cars to go into Emergency. Yard air hoses, once disconnected, are to be left to prevent a stumbling hazard.

Class 1 Air Brake Test: Crews completing a Class 1 air brake test are to confirm the rear car number with the employee at the rear of the train. Immediately contact the yardmaster if a discrepancy exists. Verification of the Class 1 Air Brake test will be noted on the BRC Conductor's train list. If not noted on the Conductor's list, the "air slip" will be left in the knuckle of the head car or attached to the end of the head car in each track.

Track Doubling Verification Sheet: All foreign crews and BRC transfer crews doubling trains out of Departure Yard tracks will be provided a Track Doubling Verification sheet. Crews must confirm the head car of the track matches the car number on the "Track Doubling Verification" sheet. Immediately contact the yardmaster if a discrepancy exists.

Switches: "National" switches require the use of a locking pin or hasp. National switches missing a pin or hasp must be reported.

Switch locks have been installed at the following locations:

1. East Departure Yard
   a. 3 to 4 lead crossover
   b. 35 crossover
   c. 40 crossover
   d. 35 East Departure to the low side ladder lead
   e. East Departure to 34 pocket

The east yardmaster will regulate the use of these crossovers in order to avoid any conflict with remote control zones that may be activated on the adjacent leads.

2. West receiving Yard
   a. 16 West Receiving to 15 West Receiving Crossover

Crossover switches on the hump approaches and the north and south thoroughfares must be restored to normal position after use.

ALL BRC switches must be treated as rigid switches and must be operated by hand, push-button, or radio control. Do not make a trailing point movement through a switch until it has been lined for the movement.

Solar Powered Switches
Five solar powered switches have been installed at the following locations:

- The high crossover switches between track 2 and 3, East Approach.
- The west end of the Ladder Lead and the Water Plug Lead switch.
- The west end of 22 East Receiving switch.
- The east end of 10 West Receiving switch.

Solar Powered - Push Button Operation: Pushing the button located on the mast of the solar panel will line the switch. Inspect switch points prior to movement to insure they are not gapped and that the switch is lined for the intended route.

Solar Powered - Hand Operation: The pump handle used to operate the switch by hand also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap and may be secured with a lock.

1. Remove the pump handle, open the cover and insert the handle in the pump cartridge actuating head.
2. Select the direction of switch point travel by moving the directional travel lever (protruding through the end of the switch machine) in the direction the points are to move.
3. Operate by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)
4. Visually inspect the switch points to ensure they fit properly.
5. Close the cover and reinstall the handle in the holder. Align the locking tabs of the cover and the handle and reinstall the lock. The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.

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Radio Controlled Switches – West Receiving Yard

Radio Controlled (RC) switches located at the west end of the West Receiving Yard will allow Dual Toned Multi Frequency (DTMF), radio operation. In addition to the RC operation, the switches are also equipped for push button and hand operation.

Radio controlled switches are equipped with wheel counter loops that require cars and locomotives be outside of the loop when a switch is being operated in either the RC or push button mode. Equipment must be kept 150 feet clear of the switch point prior to RC, push button, or hand operation of the switch.

Crossover switches are inter-connected, both with switch operation and wheel counting loops. RC or Push button Operation of one crossover switch will cause both switches to operate. If operating crossover switches by hand, each switch must be operated manually. The trailing point switch of the crossover must be operated first.

Switch operations that "Fault" will have to be inspected for obstruction or in winter operations, cleaned free of snow and/or ice. When a RC switch broadcasts "switch # out of correspondence", check the points of all switches associated with that switch number.

The Yardmaster must be contacted prior to occupying or fouling the Ladder Lead or Back Lead unless authority has been previously authorized

Switches are equipped with mast-mounted Indicator Lights. Aspects indicate the following switch position:

- Green Normal
- White Route Activated, switch included as part of route
- Amber Reverse

Switch No.	Track	Switch No.	Track
001	6 Crossover	009	9 West Receiving
002	2 West Receiving	010	10 West Receiving
003	3 West Receiving	011	11 West Receiving
004	4 West Receiving	012	12 West Receiving
005	5 West Receiving	013	13 West Receiving
006	6 West Receiving	014	14 West Receiving
007	7 West Receiving	015	15 West Receiving
008	8 West Receiving	016	16 West Receiving

Radio Controlled Switches - Push Button Operation: The push button is located inside a small protective cover and secured with a locking hasp and cover. The hasp must be secured with a lock or hook when push button is not in use.

1. Lift the cover from the hasp, and push the button located under the cover plate.
2. The switch will line opposite of the current route.
3. Replace the lock or hook, if available, and secure.
4. Visually inspect the switch points to ensure they fit properly.

Radio Controlled Switches - Hand Operation: The pump handle used to operate the switch by hand also acts as the locking bar for the hand throw cover. The locking tabs on the pump handle and the cover overlap and may be secured with a lock.

1. Remove the pump handle, open the cover and insert the handle in the pump cartridge actuating head.
2. Select the direction of switch point travel by moving the directional travel lever (protruding through the end of the switch machine) in the direction the points are to move.
3. Operate by moving the pump handle back and forth until the points are fully lined for the desired route. (The pump will require about 15 strokes to fully line the switch.)
4. Visually inspect the switch points to ensure they fit properly.
5. Close the cover and reinstall the handle in the holder. Align the locking tabs of the cover and the handle and reinstall the lock. The valve lever may be left in either position, as it will have no affect on the electrical operation of the switch.

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Radio Controlled Switches - Radio Control Operation: Switches equipped with radio control have been designated to use the BRC Hump Channel 1/AAR Frequency 57-57. Each switch, or interconnected crossover, is designated by a switch number. The radio keypad is used to "call" the switch and command a position. The first keystroke required for (RC) operation of these switches will be the # key. This key "wakes" the switch machine and prepares it for an actuation code transmission.

Radio Controlled Switches - Individual Switch Operation: A series of six entries via the radio key pad will line the switch for movement. Enter the # key followed by a switch number ranging from 001 to 016, followed again by the # key and the "1" for reverse or the "2" for normal position.

The position of a switch may be determined by using the "query" command. A voice message will announce the switch position. If a DTMF code is entered that is not recognized by the system, the system will respond with "Bad Command".

The actuation codes resemble the following examples for operating a "single" switch:

Mark	Switch #	Mark	Key	Action
#	0xx	#	#	Query a switch
#	0xx	#	1	Command a switch to reverse
#	0xx	#	2	Command a switch to normal

Examples:

Switch # 16:

Throwing switch normal	# 016 # 2
Throwing switch reverse	# 016 # 1
Query code	# 016 # #

Switch # 3:

Throwing switch normal	# 003 # 2
Throwing switch reverse	# 003 # 1
Query code	# 003 # #

Switch # 1:

Throwing cross-over switches normal	# 001 # 2
Throwing cross-over switches reverse	# 001 # 1
Query code	# 001 # #

A radio response confirming the lining of the switch will be transmitted following the DTMF Radio Command. Response examples include: "Switch xx Normal, Reverse or Out of Correspondence. If applicable a secondary response may also be transmitted. i.e.: Locked out, Occupied.

Radio Controlled Switches - Multiple or Route Switch Operation: A single radio, six digit "daisy chain", command will also allow the lining of multiple switches or a complete route to be lined. Routes may be lined inbound or outbound. Switches associated with a route may be lined individually. A radio transmission will confirm the route. Submit a Query command if the route is not confirmed. Switch commands must be entered in the proper sequence or the transmission will not be received. If necessary, re-enter the commands to restart the sequence.

Signs indicating route activating point have been placed on the 59th Street Subdivision, Proviso Lead, and Blue Island Leads. Inbound trains are to key in routing sequence at the identified location.

The Yardmaster must be contacted prior to lining a route.

The Yardmaster must be contacted prior to occupying or fouling the Ladder Lead or Back Lead unless authority for a route has been previously authorized.

Routing Commands

Mark	Mark	Lead	Track#	Direction	Action
#	#	t	xx	d	Configure route

t: Enter t for Ladder Lead, 2 for back lead.
xx: Enter track # 02 through 16.
d: Enter 0 for Outbound, 1 for inbound.

Routing Examples – Ladder Lead, Tracks 16 through Track 02

Ladder Lead Inbound to Track 11	##1111
Ladder Lead Inbound to Track 02	##1021
Ladder Lead outbound from Track 10	##1100
Ladder Lead outbound from Track 05	##1050

Routing Examples – Back Lead, Tracks 02 through Track 06

Back Lead inbound to Track 02	##2021
Back Lead inbound to Track 06	##2061
Back Lead inbound to Track 01 (South T-Fare)	##2011
Back Lead Outbound from Track 02	##2020
Back Lead Outbound from Track 06	##2060
Back Lead Outbound from Track 01 (South T-Fare	##2010

A radio response confirming the lining of the route will be transmitted following the DTMF Radio Command. Response examples include: Ladder (Back) Lead inbound route ready; Ladder (Back)

Continued on next page

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Lead route configure failed; Ladder (Back) Lead inbound route already active, command discarded; Invalid route; Routes conflict.

Route will fail if any switch in planned route is out of communication, occupied, locked-out, or part of another active inbound route.

Route lights will be extinguished as the train clears the occupancies.

When train completely traverses the route, the 'active' route is automatically cancelled.

General Routing Commands

Command	Code	Response
Route Query	# *411#	"(Ladder/Back) Lead (in/out) bound track xx Active" or " No Active Routes"
Cancel outbound routes and turn OFF route lights	# *550#	"Canceling outbound routes please wait" followed by, "Outbound route cancel complete".
Cancel inbound routes and turn OFF route lights	# *551#	"Canceling inbound routes please wait" followed by, "inbound route cancel complete".

No. 7 Cross-over, West Receiving Yard Push Button Operation

Crossover switches are now inter-connected for switch operation. Push button Operation of one crossover switch will cause both switches to operate. If operating crossover switches by hand, each switch must be operated manually. The trailing point switch of the crossover must be operated first when operated by hand.

Hump Subway Switch - Push Button Operation: The push button is located inside a small protective cover and secured with a locking hasp and cover. The hasp must be secured with a lock or hook when push button is not in use.

1. Lift the cover from the hasp, and push the button located under the cover plate.
2. The switch will line opposite of the current route.
3. Replace the lock or hook, if available, and secure.
4. Visually inspect the switch points to ensure they fit properly.

Hump Subway Switch - Hand Operation: The handle used for hand operation of the switch also acts as a locking device for the switch when used in conjunction with blue flag protection. The locking tab on the switch handle and the cover overlap to secure the handle and the cover together when a lock is installed.

1. Remove the switch lock and move the handle from left to right until the arm comes in contact with the safety stop.
2. Return the handle to the hasp and re-secure the lock.
3. Visually inspect the switch points to ensure they fit properly.

If You Suspect it, Report it...

Trespassers

Suspicious Activity

Suspicious Packages

Call the Belt Police Department

6:00 a.m. To 6:00 p.m.	(312) 543 – 8269
6:00 p.m. To 6:00 a.m.	(312) 543 – 3658
24 Hour Pager	(708) 396 – 4045

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Radio Frequencies:

Location	AAR	BRC	Contact Number
North Dispatcher Kenton Line Subdivision, Cragin to and including 55th Street Interlocking. • Includes 22nd Street Yard, Elsdon Industrial Lead, Argo Industrial Lead, and West Sub to IHB connections at Argo and 71st Street.	39 - 39	Channel 4	Phone: (708) 496-4104 (708) 496-4105 Fax: (708) 496-4108
South Dispatcher Kenton Line Subdivision, not including 55th St. interlocking to end of track at South Chicago	26 - 26	Channel 2	Phone: (708) 496-4101 (708) 496-4103 Fax: (708) 496-4045
Humpmaster 1 – 2 Leads, East Receiving Yard East Receiving Yard East Approach Tracks, Tracks 1 – 4 West Receiving Yard West Approach Tracks, Tracks 1 - 5 South Thoroughfare, Central Ave. to 6-xover Back Lead West Leg & East Leg of South Thoroughfare Wye to Hump Subway North Thoroughfare, Central Ave. to Cicero Ave • Excluding Mechanical Department controlled limits 67th Street / 68th Street, including Wye tracks	57 – 57	Channel 1	Phone: (708) 496-4053
East Yardmaster 3 – 7 Leads, East Receiving Yard East Class Yard, Tracks 1 – 63 East Departure Yard South Thoroughfare, Cicero Ave to Central Ave. South Clearing Industrial District (SCID)	89 – 89	Channel 6	Phone: (708) 496-4128
West Yardmaster West Class Yard West Departure Yard Cabbage Patch Lead, West Departure Yard High Side Lead, West Departure Yard North Thoroughfare, West Yard Office to Central Ave • Excluding Mechanical Department controlled limits Clearing District Yard North Clearing Industrial District (NCID)	18 – 18	Channel 3	Phone: (708) 496-4130
Diesel Shop Locomotive Service Tracks • Including North Thoroughfare Mechanical Department controlled limits Hump Subway to West of 412 Pocket	79 – 79	Channel 5	Phone: (708) 496-4067
Car Department East Class Tracks 64 and 65	89 - 89	Channel 6	Phone: (708) 496-4091

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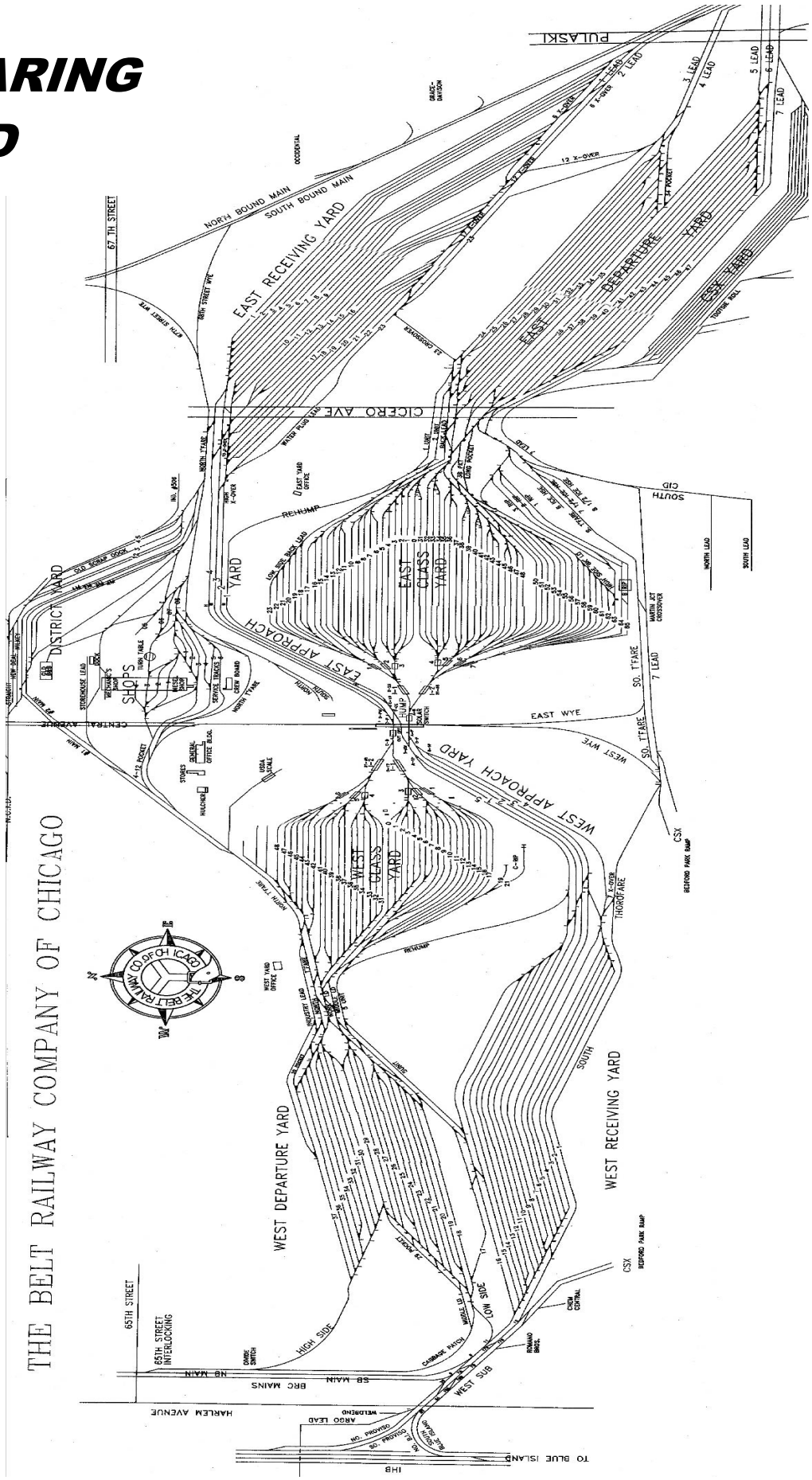
BRC CLEARING YARD



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Trackside Warning Devices (TWD)

A. Description
Trackside warning devices (TWD) inspect passing trains for defects or monitor for unusual trackside conditions that could adversely affect the safe and efficient movement of trains. Examples of such devices include the following:
• Overheated journal bearings (hot box) (HBD)
• Hot wheels
• Dragging equipment detector (DED)
• High/Wide/Shifted load (SLD)
• High water detector
• Earth/Rock slide fence

Individual subdivision special instructions identify the following:
• Detector location
• Detector type

Unless otherwise stated, protection will be hot journal and dragging equipment with bidirectional operation.

Exceptions will be shown as follows:
• Northward direction only (NWD)
• Southward direction only (SWD)
• Eastward direction only (EWD)
• Westward direction only (WWD)
• Dragging equipment only (DED)
• Shifted load only (SLD)
• Radio Tone Only Detectors
• Detectors that inspect trains only in specified direction
• Detectors that protect bridges, tunnels, or other structures
• Exception reporting detector
When a shifted load or dragging equipment detector is actuated at a point where an adjacent main track or controlled siding may be obstructed, crew must provide protection as prescribed by Rule 6.23.

B. Detector Radio Message
A message “You have a defect” will be transmitted during train passage if a defect is detected. When this message is received from a TWD, immediately reduce train speed to less than 30 MPH, utilizing train handling methods that minimize in-train forces. (unless defined as “Exception Reporting” or “Failure Reporting” in Item 5(B) of the individual division timetables).
This message will indicate “no defects” or will state any “alarms” or “integrity failures” that were detected during train passage.
The detector message is not complete until “Out” is received.

Train Approaching Detector

Except in emergency, when approaching train is within 150 feet of a TWD, DO NOT make a radio transmission until the entire train has passed the TWD.

(C).Detector Message and Train Crew Action
Use the following table to determine crew requirements when a detector message is received. If detector indicates more than one detector message or circumstance, comply with each train crew action shown. Radios at Exception Reporting detectors will only transmit a message when an alarm is present. Do not report a failure to transmit to the train dispatcher as is required with other types of detectors.

Table No. 1 - 8 C - Non-Alarm Message

Type Detector:
5 (A) or 5(B)
Non-Alarm Message:
When detector announces “...no defects”, Maintenance required or when advised by signal maintainer or train dispatcher that there are no defects.
Train Crew Action:
Proceed
Additional Instructions:
Report “Maintenance required” to the train dispatcher.

Type Detector:
5 (A)
Non-Alarm Message:
“Integrity failure”
Train Crew Action:
Stop; make a walking inspection of both sides of entire train before reaching bridge, tunnel, or structure being protected.
Additional Instructions:
Report “Maintenance required” to the train dispatcher.

Type Detector:
5 (A)
Non-Alarm Message:
“Train too slow” or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.
Train Crew Action:
Proceed
Additional Instructions:
None

Continued on next page

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Type Detector:
5(B)
Non-Alarm Message:
"Train too slow" "Integrity failure" or Crew is notified by train dispatcher or signal maintainer that TWD is out of service.
Train Crew Action:
Proceed
Additional Instructions:
Report "Maintenance required" to the train dispatcher.

Table No. 2 - 8 C - Alarm Message

Type Detector:
5 (A) or 5(B)
Alarm Message:
1. "First hot box right/left side axle XXX" or
2. "First dragging equipment near axle XXX" or
3. "First hot wheel right/left from axle XXX to axle XXX" or
4. "First wide load right/left side near axle XXX" or
5. "Shifted load right/left side near axle XXX"

Train Crew Action:
1. As soon as message "...you have a defect" is received, immediately reduce train speed to less than 30 MPH.
2. Stop the train.
3. Inspect the indicated axle(s).
4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle, regardless of whether a defect is found before reaching the 12th axle.
5. Report findings to the train dispatcher.
6. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.

Additional Instructions:
Detector alarm message may identify more than one defect. Inspect train for all reported defects before proceeding. If detector alarm message does not include axle designation inspect both side of entire train

Type Detector:
5 (A) or 5(B)
Alarm Message:
"Excessive Alarms"
Train Crew Action:
1. As soon as message "...you have a defect" is received, immediately reduce train speed to less than 30 MPH.
2. Stop the train.
3. Inspect the indicated axle(s).
4. If no defect is found, inspect 12 axles forward and 12 axles to the rear of the indicated axle, regardless of whether a defect is found before reaching the 12th axle.
5. Inspect both sides of the remainder of the train from the last reported defect.
6. Report findings to the train dispatcher.
7. When defective car(s) are set out or continue in train, notify the train dispatcher and Mechanical Help desk.

Additional Instructions:
Detector alarm message may identify more than one defect. Inspect train for all reports before proceeding. If detector alarm message does not include axle count designation inspect both sides of both sides of entire train.

Table No. 3 - 8(C) Other Circumstances

Type Detector:
5 (A) or 5(B)
Circumstance:
Total axle count transmitted varies by more than 16 axles from total axle count transmitted from a previous detector or speed varies by more than 10 MPH from actual speed.
Train Crew Action
1. Stop the train.
2. Make a walking inspection both sides of entire train.
3. Report findings to train dispatcher.

Additional Instructions:
None

Type Detector:
5(B) with recall code
Circumstance:
No message or incomplete message is transmitted.
Train Crew Action
1. Enter recall code and be governed by message.
2. If still no message or incomplete message, proceed.

Additional Instructions:
Report no message or incomplete message to train dispatcher.

Type Detector:
5(A) with recall code
Circumstance:
No message or incomplete message is transmitted.
Train Crew Action:
1. Enter recall code and be governed by message.
2. If still no message or incomplete message, stop the train.
3. Make a walking inspection of both sides of entire train.

Additional Instructions:
Report no message or incomplete message to train dispatcher.

Type Detector:
5(B) without recall code
Circumstance:
No message or incomplete message is transmitted.
Train Crew Action:
Proceed
Additional Instructions:
Report no message or incomplete message to train dispatcher.

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Type Detector:
5(B) Exception Reporting
Circumstance:
No message.
Train Crew Action:
Proceed
Additional Instructions:
Report no message or incomplete message to train dispatcher.

Type Detector:
5(B) with recall code Exception Reporting
Circumstance:
Incomplete message is transmitted.
Train Crew Action:
1. Enter recall code and be governed by message.
2. If still no message or incomplete message, stop the train.
3. Make a walking inspection of both sides of entire train.
Additional Instructions:
Report incomplete message to train dispatcher.

Type Detector:
5(B) without recall code Exception Reporting
Circumstance:
Incomplete message is transmitted.
Train Crew Action:
1. Stop the train.
2. Make a walking inspection of both sides of entire train.
Additional Instructions:
Report incomplete message to train dispatcher.
Note: Detector message followed by the word “Out” indicates a complete message. Total axle count is not required for a complete message.

(D). Radio Tone Only Detectors
When radio tone is received from a TWD, immediately reduce train speed to less than 30 MPH, utilizing train handling methods that minimize in-train forces.
Radio tone only detectors are identified in the individual subdivision special instructions. They are used to detect dragging equipment only and communicate by radio tone. No voice messages are announced. Use the following table to determine crew member requirement when passing Radio Tone Only Detector:

Table No. 4 - 8(D) Tone only Detector
Type Detector:
5(B)
Detector Message or Circumstance:
Intermittent tone immediately after train passed detector.
Train Crew Action:
Proceed

Type Detector:
5(B)
Detector Message or Circumstance:
Continues tone while passing detector.
Train Crew Action:
1. Stop the train.
2.Inspect both sides of entire train for dragging equipment.
3. Report to train dispatcher.

Type Detector:
5(B)
Detector Message or Circumstance:
No tone after train has passed detector.
Train Crew Action:
1. Proceed
2. Report to train dispatcher.

(E).Train Inspection
When alarm message requires inspection, inspect the side of the train in the message. The reference to defect locations will be from HEAD END of train, and references to LEFT or RIGHT side are to engineer's left or right side in the direction of travel.

Determine the location of the indicated axle by physically counting axles from the HEAD END of the train, including locomotive axles. DO NOT depend on wheel report information for correct axle count.

When alarm message requires, inspect indicated axle(s). If inspection does not reveal a defect, inspect 12 axles forward and 12 axles to the rear of the indicated axle.

When this is necessary, inspect all 12 axles in each direction regardless of whether a defect is found before reaching the twelfth axle.

Dragging Equipment/Shifted Load Inspection
When a dragging equipment or shifted load alarm message is received, make a walking (trackside) inspection of the train until the inspection is complete or until an obstruction (bridge without a walkway) prevents further inspection. When obstruction prevents completion of inspection, move train at no more than 5 MPH to complete the inspection per Rule 6.29.2. The train may proceed only after walking inspection confirms there is no dragging equipment or shifted load(s), defective car(s) are repaired or permission is received from the train dispatcher or manager to move the defective equipment.

Overheated Equipment Inspection
When an overheated equipment alarm is received, follow this procedure to inspect equipment:
• Crew member positioned on the ground must count axles.

Continued on next page.

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• Move train at no more than 10 MPH until the indicated axle is near crew member or until inspection is complete.
When a train is stopped by a trackside warning device for a hot box or hot wheel, train may not depart location until crew reports the following to the train dispatcher:
1. The axles were physically counted
2. A heat-indicating crayon or infrared device was used at the indicated axle, and
3. If inspection does not reveal a defect that 12 axles forward and to the rear of the indicated axle have been inspected.
If a heat-indicating crayon or infrared device is not available, set out the indicated car.

Freight Trains

If no defect is found, train may continue, but crew members must closely observe indicated equipment for the next 25 miles or until inspection by hot bearing detector.

When a train actuates a wayside hot box detector before a crew change location, the relieving crew will be advised of the equipment that activated the detector so that they can inspect the car and follow the above procedure if the equipment actuates a subsequent detector enroute.

Exception: If indicated axle is on a loaded, placarded, non-intermodal car containing hazardous material, set out the loaded, placarded, non-intermodal car. (For Key Train instructions see US Hazardous Material Instructions for Rail, Section VII, Key Trains.)

Passenger Trains
If no defect is found after inspecting 12 axles forward and 12 axles to the rear of the indicated axle, inspect both sides of the entire train.

If no defect is found, train may continue, but crew must closely observe indicated equipment for the next 25 miles or until next inspection by hot bearing detector.

(F).Testing Bearing Temperature
Use a heat-indicating crayon or hand-held infrared device to test bearing temperature. Test bearing temperature by stroking the heat indicating crayon on the bearing cup. A liquid smear will remain on an overheated bearing. (Determine if the bearing is hot by using a Dual Temp. 163 degree - 200 degree Fahrenheit, Mark All Thermal Melt, Millennium ordering reference no. 458304011.)

When ambient temperature is 32 degrees Fahrenheit or above, use a 200-degree Fahrenheit heat-indicating crayon to test bearing temperature.

When ambient temperature is below 32 degrees Fahrenheit, use a 163-degree Fahrenheit heat-indicating crayon to test bearing temperature.

Use a crayon marker to write the date and the letter "X" above each journal indicated or found to be overheated, and the date and the letter "W" above each wheel indicated or found to be defective or overheated if the car is set out or remains in the train.

Set out equipment with overheated bearings.

If it is safe to move equipment, set out car with an overheated bearing at a location accessible to repair personnel.

(G). Consecutive Alarm Messages
If the same equipment is indicated by two (2) successive hot bearing alarm messages, set out the indicated equipment.

When a train actuates a wayside hot box detector before a crew change location, the crew being relieved will advise the relieving crew of the equipment that activated the detector. If the same equipment is indicated by the next detector with a hot bearing alarm message after departing the crew change location, set out the indicated equipment.

(H). Alarms Indicated on Locomotive or Caboose
When unable to locate a defect indicated on a locomotive or caboose, notify the following:
• Connecting crew members
• Mechanical personnel
• Supervisor

Do not set out a caboose with a generator belt attached to the indicated axle unless a hot bearing, hot wheel or dragging equipment is found.

(I). Special Conditions
When a hot bearing is found within 25 miles of TWD equipment, a crew member must notify the train dispatcher. The train dispatcher must notify the signal maintainer and request the TWD equipment be inspected.

When blowing or swirling snow conditions may prevent detectors from making a proper inspection, crew members must reduce train speed to no more than 30 MPH to minimize this condition.

(J). High Water Detectors
High water detectors have been placed under certain bridges and in areas where high water might occur.

When train is notified of high water by rotating red lights or radio message, crew must not proceed over bridge or track until trackside examination by

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crew member has been made to determine that bridge or track has not been weakened by high water.

When train is stopped or is moving at restricted speed because of signal indication governing movement over a high water detector, train must not proceed over bridge or track until trackside examination by
crew member has been made to determine that bridge or track has not been weakened by high water.
At locations equipped with Radio Readout type detectors, if no response is received, trains must not proceed until trackside examination has been made to determine that bridge or track has not been weakened by high water.

Trains moving against the current of traffic must approach all locations protected by high water detectors prepared to stop unless it has been determined that tracks are clear, high water is not present, approaches to bridges are intact, or examination has been made to determine that bridge or track has not been weakened by high water.

(K). Slide Detectors
Slide detectors have been placed in certain areas where earth/rock slides might occur.
When a rock slide is indicated by rotating red light or radio message, trains must proceed at restricted speed AND be prepared to stop short of any obstruction through the entire slide detector area.
When train is stopped or moving at restricted speed because of signal indication governing movement through a slide detector, train must ALSO be prepared to stop short of any obstruction through the slide detector area.

Train dispatcher must be promptly notified if slide conditions are observed.

At locations equipped with Radio Readout type detectors, if no response is received, trains must proceed at restricted speed until track at this location is known to be clear of any obstruction.
Train dispatcher must be promptly notified if slide conditions are observed.

Unattended Locomotives
Locomotives without cars must not be left unattended on a main track. When this equipment is left unattended on auxiliary tracks which are connected to a main track, it must be protected by derail(s) or facing point switch lined and locked to prevent movement to the main track.

General Code of Operating Rules, Changes, and Additions

The following rules apply only on Burlington Northern Santa Fe Railway:
Rule 2.10 Emergency Calls-the first paragraph is amended to read:
Emergency calls will begin with the words "Emergency," "Emergency," "Emergency." These calls will be used to cover initial reports of hazardous conditions which could result in death or injury, damage to property or serious disruption of railroad operations such as:
- derailments
- collisions
- storms
- washouts
- fires
- track obstructions
  or
- emergency brake applications

In addition, emergency calls must be made for the following:
- overrunning limits of authority
  or
- overrunning Stop indications.

Emergency calls must contain as much complete information on the incident as possible.

Rule 3.3 GCOR and MWOR Time Signals - Dial 8-998-8463 (8-WWV-TIME) or 8-435-6000 to obtain coordinated universal time signal.

Rule 4.3 GCOR and MWOR Timetable Characters
A .....Automatic interlocking
B .....General orders, notices, and circulars
C.....Radio communication
g.....Gate, normal position against conflicting route
G.....Gate, normal position against this subdivision
J.....Junction
M.....Manual interlocking
P.....Telephone
R.....Restricted limits
S.....Railroad crossing protected by permanent stop sign
T.....Turning facility
U..... Railroad crossing not protected by signals or gates
X..... Crossover
X(2).. Multiple crossovers
Y..... Yard limits

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Rule 5.5 GCOR and MWOR Permanent Speed Signs - the following paragraphs are added:
Reduced speed limits may be designated by Advance Warning sign (diagonally upward), Reduce Speed sign (rectangle), and Resume Speed sign (vertical).

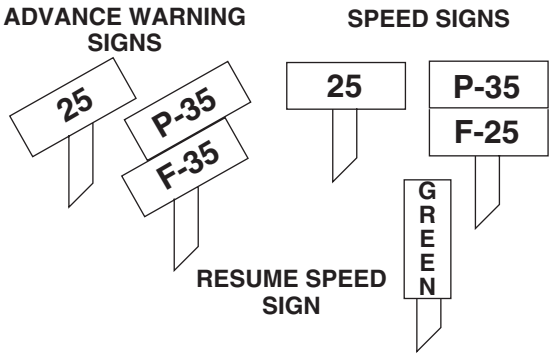
The Advance Warning sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed sign or another Speed sign is displayed. At the end of a reduced speed zone, a train or engine will be governed by a Speed sign displaying a
higher speed or a Resume Speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed. Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.
Note:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers, except signs for TALGO operations have black backgrounds and yellow letters and numbers (not shown).
These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains, except TALGO, if there is a TALGO sign.

Figures preceded by letter F apply to freight trains.

Figures preceded by letter T apply to TALGO passenger trains.

Figures not preceded by a letter apply to all trains.



Rule 5.3.5 Acknowledge Stop Signal-is amended to read:
Except when switching, acknowledge hand signal to stop a train. When flagged, the engineer must obtain a thorough explanation from the flagman before proceeding.

Rule 5.4.2 Display of Yellow Flag, the paragraph "Once the Train Reaches the Restricted Area" is changed to read:
The speed specified by track warrant, track bulletin, general order or radio speed restriction must not be exceeded until the rear of the train clears the restricted area.

Rule 5.4.6 Display of Flags Within Current of Traffic - This rule is canceled in its entirety.

Rule 5.4.7 Display of Red Flag or Red Light-the third paragraph is changed to read:
Displayed Between Rails. When a red flag or red light is displayed between the rails of a track, the train must stop and not proceed until the flag or light has been removed by an employee of the class that placed it.

Rule 5.4.8 Flag Location - the first paragraph is changed to read:

Flags will be displayed on all main tracks and sidings leading to the track affected.

Rule 5.8.2 Sounding Whistle - whistle signal 11 is changed to read:
Approaching public crossings at grade with the engine in front, start signal at the crossing sign. If no sign, or if movement begins between sign and crossing, start signal soon enough before the crossing to provide warning. Prolong or repeat signal until engine occupies the crossing.
Use this signal initially to warn employees when:
- Approaching men or equipment on or near the track, regardless of any whistle prohibitions.

or

- View is obstructed.

After this initial warning, train will continue to intermittently sound whistle signal 4 (2 shorts) until head end of train has passed the work location.

Rule 5.9.1 Dimming Headlight-add the following as the 1st two sentences to the 1st paragraph:
Approaching public crossings at grade with engine in front, the headlight must be on bright at the crossing sign. If no sign, or if movement begins between sign and crossing, the headlight must be on bright soon enough before the crossing to provide warning.

Rule 5.9.1 Dimming Headlight-Item 4 is changed to read:
4. When approaching and passing the head end of a train on the adjacent track at night.

Rule 6.2 Initiating Movement-the first bullet is changed to read:
Receive a track warrant or general track bulletin.

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Rule 6.3 Main Track Authorization-the following is added:
Overlapping Limits
When a train receives track and time, track warrant or track permit authority joint with an employee or OCS permission joint with an employee, the train must not occupy the overlapping limits until permission is received to enter the overlapping limits from the employees listed on the authority or on the OCS permission.

Rule 6.4 Reverse Movements - is changed to read:
Make reverse movements on any main track, controlled siding, or on any track where CTC is in effect at restricted speed and only within the limits a train has authority to occupy the track.

Rule 6.4.1 Permission for Reverse Movements - is changed to read:
Obtain permission from the train dispatcher or control operator before making a reverse movement,
unless the movement is within the same signaled block. When a train or engine is advised that working limits have been established behind their train, obtain permission from the employee in charge to make any reverse movements, including within the same signaled block.

Rule 6.5 Handling Cars Ahead of Engine - is changed in its entirety to read:

When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved until the engineer knows who is protecting the point of the movement and
how protection will be provided. Cars or engines must not be shoved to block other tracks until it is safe
to do so.

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:
• 20 MPH for freight trains.
• 30 MPH for passenger trains.
• Maximum timetable speed for snow service unless a higher speed is authorized by the employee in charge.
Note: When plowing snow and all employees are on the equipment, one common authority may be used by both maintenance of way employees and the train crew.

Rule 6.6 Picking Up Crew Member-Item 1(a) is changed to read:
Another authority is not in effect within the same or overlapping limits unless conflicting movements are protected.

Rule 6.23 Emergency Stop or Severe Slack Action - is amended by adding:

The train must not proceed until it has been determined that it is safe to do so by visual inspection of the train or by knowledge that the brake pipe pressure has been restored by observing the caboose gauge, end-of-train device (ETD) control head, or by ascertaining that air pressure is present in the brake pipe by using the following procedure:

A. After air brakes have had sufficient time to release following an emergency application, make a 20-psi
brake pipe reduction, and;

B. After brake pipe exhaust ceases, place the automatic brake valve cutout valve in the OUT position. If brake pipe pressure rapidly reduces to zero psi, the entire train must be inspected. If air pressure is present in the brake pipe, the train may proceed.

Exception: If the train exceeds 5,000 tons, it must be visually inspected, unless emergency application of the brakes occurs at a speed above 30 MPH, and it can be ascertained that the brake pipe is continuous by observing pressure being restored on the rear car after the emergency application is released, or by performing steps A and B above.

All trains: Trains must be visually inspected before proceeding if unusual slack action was experienced when stopping or if excessive power is required to start the train. If excessive power is not required to start the train, and physical characteristics prevent a complete walking train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to keep the train moving.

The last paragraph under the heading “Train on Adjacent Track” is amended to read: A train on an adjacent track that receives radio notification must approach the location at restricted speed and stop short of any obstruction or flagman. When advised that the track is clear and that it is safe to proceed, these restrictions no longer apply.

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Rule 6.26 GCOR and MWOR Use of Multiple Main Tracks - the following supplemental instruction is added:
Unless otherwise indicated in the individual subdivision special instructions, when using main tracks in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Track and Time - the following supplemental instructions are added:
The employee requesting track and time will state name, occupation, exact location and train or other identification. The employee will copy the authority granted on the form provided for that purpose, and repeat from the form the authority granted. If the authority is repeated correctly, the control operator will acknowledge with “That is correct.” The train must not move until the engineer understands the track and time granted.

The employee who requests track and time must retain the written track and time record until track and time is released.

When requesting track and time, if communication is lost or incomplete message is received while control operator is issuing track and time, or if after repeating the authority to the control operator, you do not hear the response from the control operator "That is correct," employee must not occupy the track. Employee requesting track and time must contact the control operator as soon as possible and confirm with the control operator the track and time was not received.

Maximum Speeds Permitted

On tracks other than main tracks and sidings - 10 MPH unless specified otherwise.

Rule 6.30 Receiving or Discharging Passengers- is changed in its entirety to read:
A. Passenger Crew Responsibilities
When approaching a station to receive or discharge passengers, determine if the train is routed on the track nearest the station platform. If other trains could pass on a main track or controlled siding between the passenger train and the station platform:
• Communicate with the train dispatcher to determine whether any trains are approaching between the train and the station platform.
• Do not make the station stop until assured that trains will not pass between the train and the station platform.
If unable to communicate with the train dispatcher, the station stop may be made after the crew determines that no trains are approaching on the track between the train and the station platform. Before making the station stop, the conductor must assign crew member responsibilities to ensure passenger safety. If during the station stop a train is seen or heard approaching, crew members must take action to keep passengers from fouling the affected track.

B. Responsibilities of Approaching Movements
When notified that a passenger train will be at a station, do not pass between station platform and a passenger train until assured that all passengers and employees have cleared the track between the passenger train and the station platform.
Movement may then pass when preceded by an employee walking ahead of the movement.

C. Other than Main Track Movements
A movement must not pass between a passenger train and the station platform being used unless safeguards are provided.

Rule 6.31.1 Permanent Speed Restrictions-new rule added:
Permanent speed restrictions must not be exceeded until the rear of the train clears the limits of the restriction, unless otherwise specified.

Rule 6.32.2 Automatic Crossing Devices-the title of the rule is changed to "Automatic Warning Devices".

The second paragraph and the three bullets are changed as follows:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:
• Movement has stopped within 3,000 feet of the crossing.
• Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
• Movement is closely following another movement.
• Movement is on other than the main track or siding.
or
• Movement enters a main track or siding within 3,000 feet of the crossing.

Item A, Automatic warning Devices Malfunctioning, the table is changed as follows:

Movement when Notified that Automatic Warning Devices have an Activation failure, are Disabled or Malfunctioning

If....
The crew is notified that the crossing warning system has an activation failure or that the crossing warning system has been disabled, and an equipped flagger is not at the crossing to provide warning.

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Then....
Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over crossing on hand signal from the crew member. Then proceed at normal speed.

If....
The crew is notified that the crossing warning system is malfunctioning and an equipped flagger is not at the crossing to provide warning.

Then....
Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over crossing on hand signal from the crew member.
or
If devices are seen to be working or when relieved by the train dispatcher, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.

If....
The crew is notified that the crossing has one equipped flagger who is unable to provide warning in all directions of approaching traffic.

Then....
Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.

If....
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.
Then....
Proceed over the crossing at normal speed without stopping.

Note: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt or orange jacket. At night the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light by night.

Rule 9.8 Next Governing Signal - the 2nd sentence is changed to read:
This does not apply when a rule or previous signal indication requires train to be prepared to stop at the next signal or move at restricted speed.

Rule 10.1 Authority to Enter CTC Limits - the two paragraphs under the heading "Signal Governing Movement Over a Hand-Operated Switch" are changed to read:
If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter the main track or controlled siding before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 5 minutes at the switch. After the 5 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.
However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 5 minutes and without contacting the control operator.

Rule 10.3 Track and Time - the last sentence of the 1st paragraph is changed to read:
The train may use the track in either direction within the specified limits according to signal indication until the limits are verbally released.

Rule 10.3A (1) Passing Signal Displaying Stop or Stop and Proceed Indication-the following is added to Item 1:
The train must move at restricted speed.

Rule 15.1 GCOR and MWOR Track Bulletins-the following supplemental instruction is added:
BNSF Railway may use a general track bulletin instead of a track warrant to deliver track bulletin restrictions. All rules that apply to track bulletins apply to general track bulletins. Additionally, conductor and engineer may receive a general track bulletin instead of a track warrant listing all restrictions affecting their train movement.

Rule 15.12 Relief of Engineer or Conductor During Trip - the first two paragraphs are changed to read:
When a conductor, engineer, or both are relieved before trip is finished, they must contact the train dispatcher and comply with instructions concerning the handling of their track warrants, track bulletins, and other instructions.
When a crew member is called to relieve a train at other than the initial station, crew members must contact the train dispatcher before leaving the initial station and determine if any track warrants, track bulletins, or other instructions must be obtained.

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Rule 15.13.1 Voiding General Track Bulletins or Restrictions - the following new rule is added:
To void a bulletin restriction or an entire general track bulletin, train dispatcher may do the following:
1. “Restriction (number) reading ____ is void.”
An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “Void” in the margin to the left of the restriction made void.
2. “General track bulletin No. _____is void.”
An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write “Void” across the first page of the general track bulletin being voided.

Rule 15.2A GCOR and MWOR - Verbal Permission - the following supplemental instruction is added:
Rule 15.2A, Verbal Permission, when General Track Bulletins are used, the 1st paragraph is changed to read:
When granting verbal permission, begin the communication using the following words:
"Foreman (name and/or Gang No.)_____using Form B Restriction No._____between MP_____and MP_____ (specifying subdivision when necessary)."

The 2nd bullet of Item 2 and the paragraph following the 2nd bullet are changed to read as follows:
• (Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary).” Unless
otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

Glossary-New glossary terms are added:

General Track Bulletin - A notice containing track bulletin restrictions and other conditions affecting train movement.

Remote Control Operator (RCO)
Trainman operating Remote Control Locomotive (RCL) equipment. Men and Equipment-A term referring to Engineering Department employees and their related equipment.

The term "Conductor" is changed to read:
Employee in charge of train or yard movement. (See also Remote Control Operator).

The term "Engineer" is changed to read:
Also includes student engineers, fireman, and hostlers. (See also Remote Control Operator).

Crossover-is changed to read: A combination of two switches that connect two adjacent tracks.

Track and Time - The following supplemental instructions are added:
The employee requesting track and time will state name, occupation, exact location and train or other identification. The employee will copy the authority granted on the form provided for that purpose, and repeat from the form the authority granted. If the authority is repeated correctly, the control operator will acknowledge with “that is correct.” The train must not move until the engineer understands the track and time granted. The employee who request track and time must retain the written track and time record until track and time is released.

When requesting track and time, if communication is lost or an incomplete message is received while the control operator is issuing track and time, or if after repeating the authority to the control operator the employee does not hear the response from the control operator “that is correct,” the employee must not occupy the track. The employee requesting track and time must contact the control operator as soon as possible and confirm with the control operator that the track and time was not received.

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NOTES

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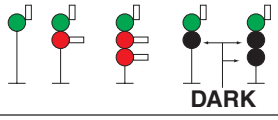
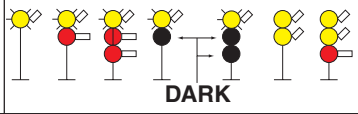
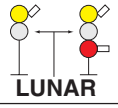
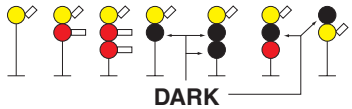
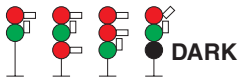
SIGNALS ASPECT AND INDICATIONS

ALL SIGNALS ARE SUBJECT TO MODIFICATION INDICATED UNDER INDIVIDUAL SUBDIVISION SPECIAL INSTRUCTIONS.

DISTANCE SIGNALS

ASPECT SHOWN IN RULES 9.1.3 THROUGH 9.1.8 MAY BE DISPLAYED WITH A ODO SIGN ON THE SIGNAL MAST TO IDENTIFY THE SIGNAL AS A DISTANCE SIGNAL. WHEN A ODO SIGN IS DISPLAYED, IF TRAIN IS DELAYED PER RULE 9.9 OR RULE 9.9.1 BETWEEN A DISTANCE SIGNAL AND THE NEXT SIGNAL, PROCEED PREPARED TO STOP SHORT OF THE NEXT SIGNAL.

BLOCK AND INTERLOCKING SIGNALS ASPECTS SHOWN IN RULE 9.1.3 THROUGH 9.1.8 MAY BE DISPLAYED ON SIGNALS WITH OR WITHOUT A NUMBER PLATE ON SIGNAL MAST.

RULE	ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS	CAB SIGNAL ASPECTS	NAME	INDICATIONS
9.1.3			CLEAR	PROCEED
9.1.4			APPROACH LIMITED	PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 60 MPH AND TO ADVANCE ON DIVERGING ROUTE.
9.1.5			ADVANCE APPROACH	PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 50 MPH AND TO ADVANCE ON DIVERGING ROUTE.
9.1.6			APPROACH MEDIUM	PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH AND BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED.
9.1.7			APPROACH RESTRICTING	PROCEED PREPARED TO PASS NEXT SIGNAL AT RESTRICTD SPEED.
9.1.8			APPROACH	PROCEED PREPARED TO STOP AT NEXT SIGNAL, TRAINS EXCEEDING 30 MPH IMMEDIATELY REDUCE TO THAT SPEED.
9.1.9			DIVERGING CLEAR	PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT.
9.1.10			DIVERGING APPROACH DIVERGING	PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT.
9.1.11			DIVERGING APPROACH MEDIUM	PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO PASS THE NEXT SIGNAL NOT EXCEEDING 35 MPH.

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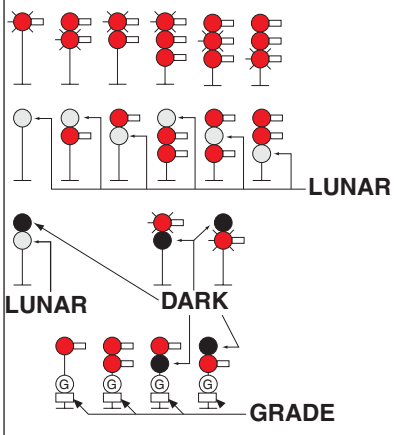
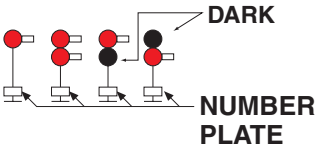
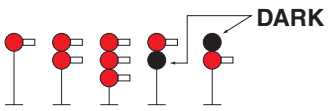
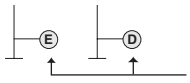
RULE	ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS	CAB SIGNAL ASPECTS	NAME	INDICATIONS
9.1.12			DIVERGING APPROACH	PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT; APPROACH NEXT SIGNAL PREPARING TO STOP, IF EXCEEDING 30 MPH IMMEDIATELY REDUCE TO THAT SPEED.
9.1.13			RESTRICTING	PROCEED AT RESTRICTED SPEED.
9.1.14			STOP AND PROCEED	STOP, THEN PROCEED AT RESTRICTED SPEED
9.1.15			STOP	STOP
9.1.19			SPRING SWITCH INDICATOR	WHEN LUNAR IS NOT ILLUMINATED, STOP AND INSPECT SPRING SWITCHES PER RULE 8.9.
9.1.20			FAILED EQUIPMENT INDICATOR	WHEN ILLUMINATED CONTINUOUSLY OR WHEN NOT ILLUMINATED, STOP TRAIN AND INSPECT FOR FAILED EQUIPMENT. ADVISE DISPATCHER REASON FOR DELAY BY FIRST AVAILABLE MEANS OF COMMUNICATION.

GENERAL SIGNAL INSTRUCTIONS

In addition to Rule 9.1 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Santa Fe Railway:

- **When a track intervenees to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.**
- **When a track intervenees to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.**
- **Dwarf signals will display the same aspects and indications as high signals.**
- **The following Symbols are used in diagrams of signal aspects.**

TO INDICATE A NUMBER

TO INDICATE COLOR LIGHT SIGNAL HEAD

TO INDICATE POSITION OF SEMEPHORE

TO INDICATE FLASHING

TO INDICATE GRADE MARKER

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NOTES

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CHICAGO SUBDIVISION BETWEEN MONTGOMERY AND UNION AVENUE

1. Method of Operations

CTC - In Effect: MP 0.8 Roosevelt Road to MP 41.0 Montgomery.
Track 5 Cicero MP 6.6 to MP 6.9.
Track 6 Cicero between MP 6.8 to MP 6.9.

Hill Yard North and South Leads between Hill West and West Eola.

Multiple Main Tracks

MP 0.85 to MP 1.3 2 Main Tracks Roosevelt Road to Canal Street
MP 1.3 to MP 6.3 4 Main Tracks Canal Street to Cicero
MP 6.3 to MP 35.3 3 Main Tracks Cicero to West Eola
MP 35.3 to MP 41.0 2 Main Tracks West Eola to Montgomery

2. General Code of Operating Rules

Rule 5.4 - When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed except red flag will be displayed when used in conjunction with Form B Track Bulletin.

Track Restriction Marker - A Marker is a metal sign approximately 21 inches wide by 5 inches high that is placed between the rails of a track to indicate a temporary speed restriction location. It has a white reflective background and the letters MARKER on each side.
When possible, this sign will be placed at the beginning and end of each temporary speed restriction to show location where the restriction begins and ends. Temporary speed restrictions will still be issued as required by the General Code of Operating Rules. The markers are placed only as an aid to train operation and do not carry any speed restriction nor modify the GCOR in any way. If a marker is missing or incorrectly placed, the crew is not relieved of the obligation to comply with the speed restriction.

Rule 6.19 - When flagging is required, distance will be 1.5 miles.
Signal Rule Speed Modifications Aurora to Union Avenue - Following signal indications apply to freight trains operating between Aurora and Union Avenue:

Rule 9.1.6 Approach Medium.....30 MPH.
Rule 9.1.8 Approach.....30 MPH.
Rule 9.1.11 Diverging Approach Medium...30 MPH.
Rule 9.1.12 Diverging Approach.....30 MPH.

Whistle Signals - Chicago Union Station to MP 33.0

Do not sound crossing whistle signal as prescribed by Rule 5.8.2 (11).
Exceptions:

- When emergency requires.
- When passing or meeting a train at or near grade crossing.
- Sound whistle signal (11) and ring the bell when approaching roadway workers on or near the track, regardless of any whistle prohibition.
- When conditions require.

Engine Bell - The engine bell must be rung when approaching and passing through station platforms, pedestrian and street crossings.

SPECIAL INSTRUCTIONS POWER OPERATED SWITCHES - NOT EQUIPPED FOR HAND OPERATION
If control operator cannot determine that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator and it will be necessary for signal maintainer to line these switches.

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BETWEEN MONTGOMERY AND UNION AVENUE
Any time a stop is made between the opposing absolute signals governing movement over power switches, a reverse movement or a forward movement after a reverse movement, must not be made without authority of the control operator.

DIMENSIONAL AND SPECIAL SHIPMENT RESTRICTIONS

SPECIAL INSTRUCTIONS
Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher.
Maximum height of any on-rail equipment or shipments to be handled between Aurora and 16th and Canal Bridge, Chicago, must not exceed the following measurements in height, from top of rail at the locations and on the tracks designated.

16th and Canal Bridge MP 1.38
Main 1.....16’ 11’’
Main 2.....16’ 6’’
South leg of south wye (B-1)..... 20’ 1’’
North leg of south wye (B-2).....17’ 11’’
North leg of wye (B-3).....17’ 11’’

CTA over crossing MP 2.95
Main 1.....20’ 9’’
Main 2.....20’ 6’’
Main 3.....21’ 1’’
Main 4.....21’ 1’’
*Western Avenue Yard Tracks..... 17’ 8’’

CTA over crossing MP 4.6
Main 1 .....21’ 1’’
Main 2 .....20’ 11’’
Main 3 .....20’ 9’’
Main 4 .....20’ 8’’

BRC over crossing MP 6.7

Account clearance restrictions at MP 6.7, BRC over crossing in Cicero, trains handling any Intermodal equipment loaded with vans or containers are not permitted on Main tracks 1,2 or 3 at this location.

*Main 1 including crossover.....17’ 3’’
*Main 2.....17’ 3’’
*Main 3 including crossover.....17’ 8’’
Main 4 .....20’ 9’’
Track 5.....21’ 9’’

MJ over crossing MP 6.73
*Main 1.....19’ 11’’
*Main 2.....19’ 8’’
*Main 3.....20’ 0’’
Main 4.....22’ 10’’
Track 5.....22’ 10’’
26th Curve to Belt.....21’ 1’’

Laramie Street Bridge MP 7.49
Main 1.....21’ 8’’
TCF 1, 2.....21’ 4’’
TCF 3, 4, 5, 6.....20’ 7’’

CN over crossing MP 8.99
Main 1.....20’ 9’’
Main 2.....20’ 6’’

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Main 3.....20’ 5’’
Yard Lead.....20’ 5’’

Highlands MP 16.44
Main 1.....20’ 10’’
Main 2.....20’ 9’’
Main 3.....20’ 10’’

EJ&E over crossing MP 32.96
Main 1.....20’ 4’’
Main 2.....20’ 6’’
Main 3.....20’ 4’’

***NOTE:** Autoracks, loaded doublestack equipment, and other height restricted cars will not clear bridge at these locations.

3. **Trackside Failed Equipment Detectors (FED)** -
A. Protecting bridges, tunnels or other structures:
None.

B. Other FED locations:
Plug Door Detectors -
MP 10.4 (Dragging Equipment Detector) Exception reporting only.

Pan Handle Bridge - Western Avenue MP 3.99 Main 3 and 4.
California Avenue - MP 4.35 Main 3 and 4.
Albany Avenue - MP 4.74 Main 3 and 4.

These detectors detect open plug doors on Westward movements on Main 3 and 4, Western Avenue to MP 4.8.

4. Special Conditions

Speed Test Boards - Engineers shall test the speed of their trains passing the following points as compared with Speed Table:
Westward trains..... MP 15.0 to MP 16.0
Westward trains..... MP 31.0 to MP 32.0
Eastward trains..... MP 32.0 to MP 31.0.

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Grade Crossing Protection - Following instructions will govern the automatic grade crossing warning devices:

Under Rule 6.32.2 warning devices must have been operational for at least 20 seconds before occupying crossings.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Bridge 14.4 at Brainard Avenue.

Eastward trains stopping between highway circuit sign and Signal Bridge 14.4 must not exceed 15 MPH between Signal Bridge 14.4 and Brainard Avenue. crossing.
Westward movements on Main 1, after performing switching at MP 22.3 west end of Downers Grove Yard, or after being delayed between MP 22.3 and highway circuit sign located 400 feet east of Belmont Road, do not exceed 10 MPH to Belmont Road MP 22.6.

When delayed in block, westward movement on Main 1 at MP 22.3 and Belmont Road, do not exceed 10 MPH until lead unit occupies crossing.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

Excessive Exhaust Emissions - MP 9 to MP 11.7, locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

Clyde Diesel Shop - Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman (Channel 15-15) who has direct control of the derail. TY&E personnel must identify themselves and their train ID., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are not to exceed 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

Cicero Yard - Member of crew must protect shoving movement over following crossings from the ground position:

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 Lead at Clyde Yard Office and TOFC Crossings.
Bell should be sounded for all head end movements at these locations until movement over crossing has been completed.
Between Cicero Depot and Clyde Depot - Trains stopping or stored on Main Track 3 between Clyde and Cicero must not block access to Clyde or Cicero Passenger Platforms.
Train held out of Cicero Terminal - When trains are to be held out of Cicero Terminal near Lisle, train must be stopped at MP 25.8. Dispatcher will advise crews in advance that train is to be held. Trains will not process east of the marker at MP 25.8 without authority of the Train dispatcher.

ARRIVING CICERO YARD FROM THE EAST END:

Lined off main track by Union Avenue Dispatcher to leads Controlled by East End Tower under authority of East End Tower.

To the Departure Yard you will be lined down either the House Lead or the North Lead and west of the tower you will have to lined switches by hand for tracks instructed to be used. Do not occupy without permission of East End Tower.

To come off the west end of either the Departure or Receiving Yard, Permission must be obtained from the East End Tower who will instruct what track to use.

East End Tower controls power switches within west end of yard. If going to the engine house, you will

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need additional permission from the Clyde Diesel Foreman Radio Channel (15-15) who controls the power derail on 1 Lead.

23. Remote Control Operations

23(A) Remote Control Area

1. CORA Special Instructions will designate areas of remote control operations. Signs advising that remote control operations may be in effect will be posted at access locations to Remote Control Areas.

23(B) Remote Control Zone (RCZ)

1. CORA Special Instructions will designate limits of Remote Control Zones. Signs advising that Remote Control Zones may be in effect will be posted at access locations to Remote Control Zones.

2. Before entering a Remote Control Zone, all employees that are not part of the remote control crew must determine whether the zone is activated. Employees may receive this information from the Remote Control Operator or from the supervisor in charge of yard movements. When the Remote Control Zone is activated, track(s) within the zone must not be fouled with equipment, occupied or switches operated until the Remote Control Zone has been deactivated.

Chicago Subdivision
Signs located at MP 0.0 and MP 10.0 designates the Remote Control Area at Cicero Yard.

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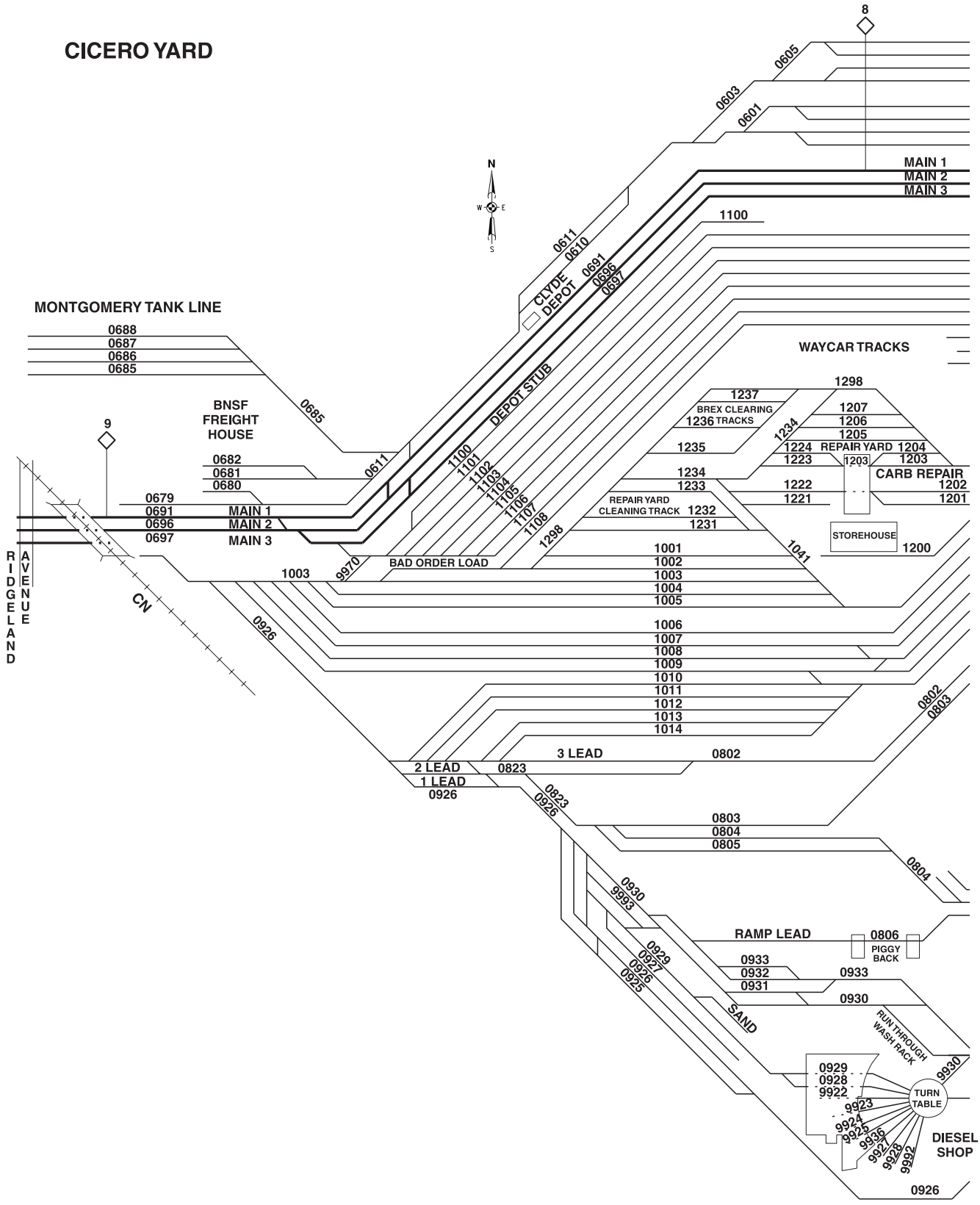
CICERO YARD



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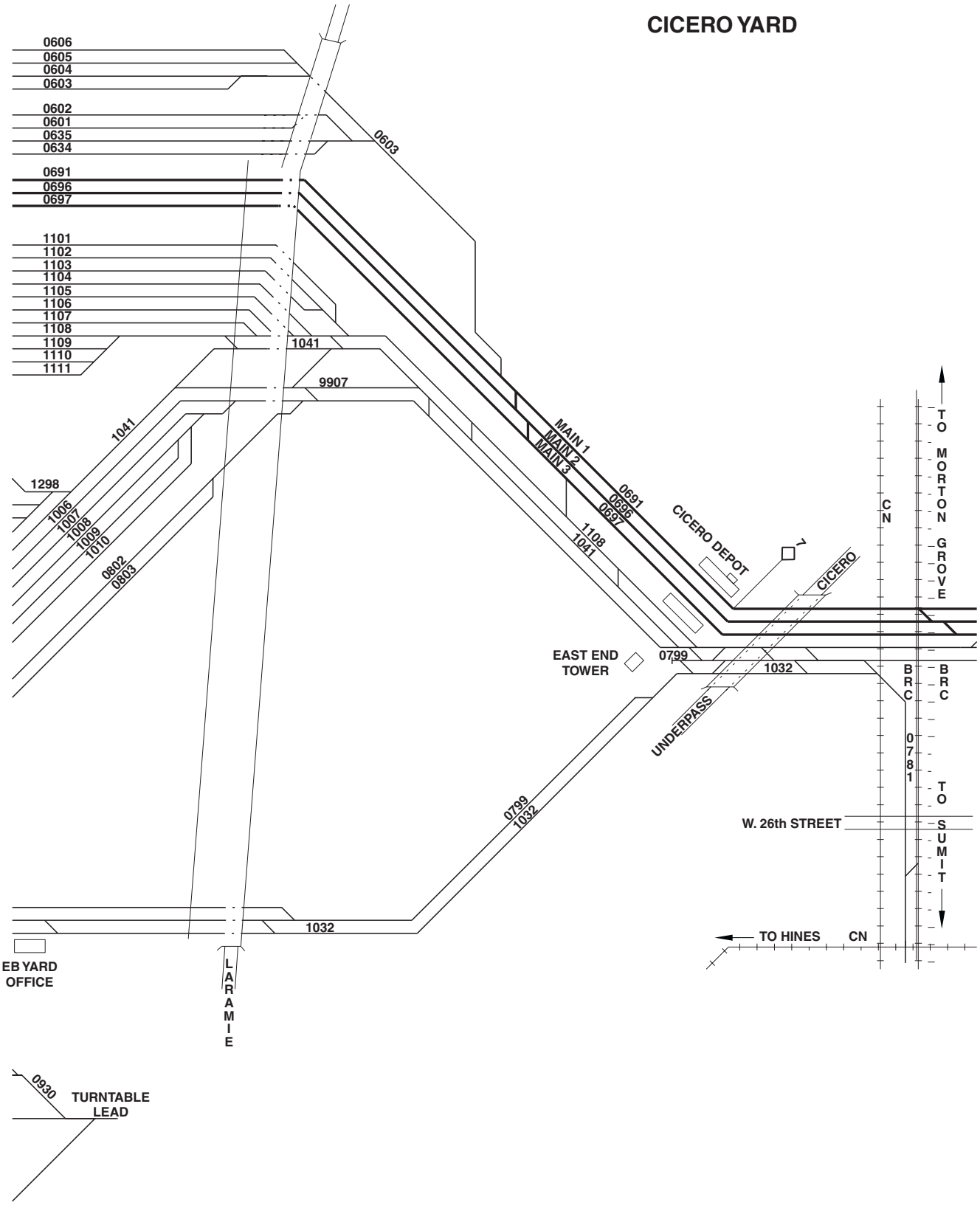
CICERO YARD



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CTC Rules in effect Union Avenue to Montgomery.

BNSF "Union Ave" Dispatcher - Channel 66.

MAXIMUM SPEED PERMITTED

Freight:	MPH
MP 0.8 - 1.8 Mains 1, 2, 3	10
MP 1.8 - 2.8 Mains 1, 2, 3	20
MP 2.8 - 4.0 Mains 1, 2, 3	25
MP 1.4 - 2.2 Main 4	10
MP 2.2 - 3.2 Main 4	30
MP 3.2 - 6.3 Main 4	35

Passenger:	
MP 0.8 - 1.4 Mains 1, 2	25
MP 1.4 - 1.8 Mains 1, 2, 3	35
MP 1.8 - 2.3 Mains 1, 2, 3	40
MP 2.3 - 4.0 Mains 1, 2, 3	60
MP 1.4 - 2.2 Main 4	10
MP 2.2 - 4.0 Main 4	40

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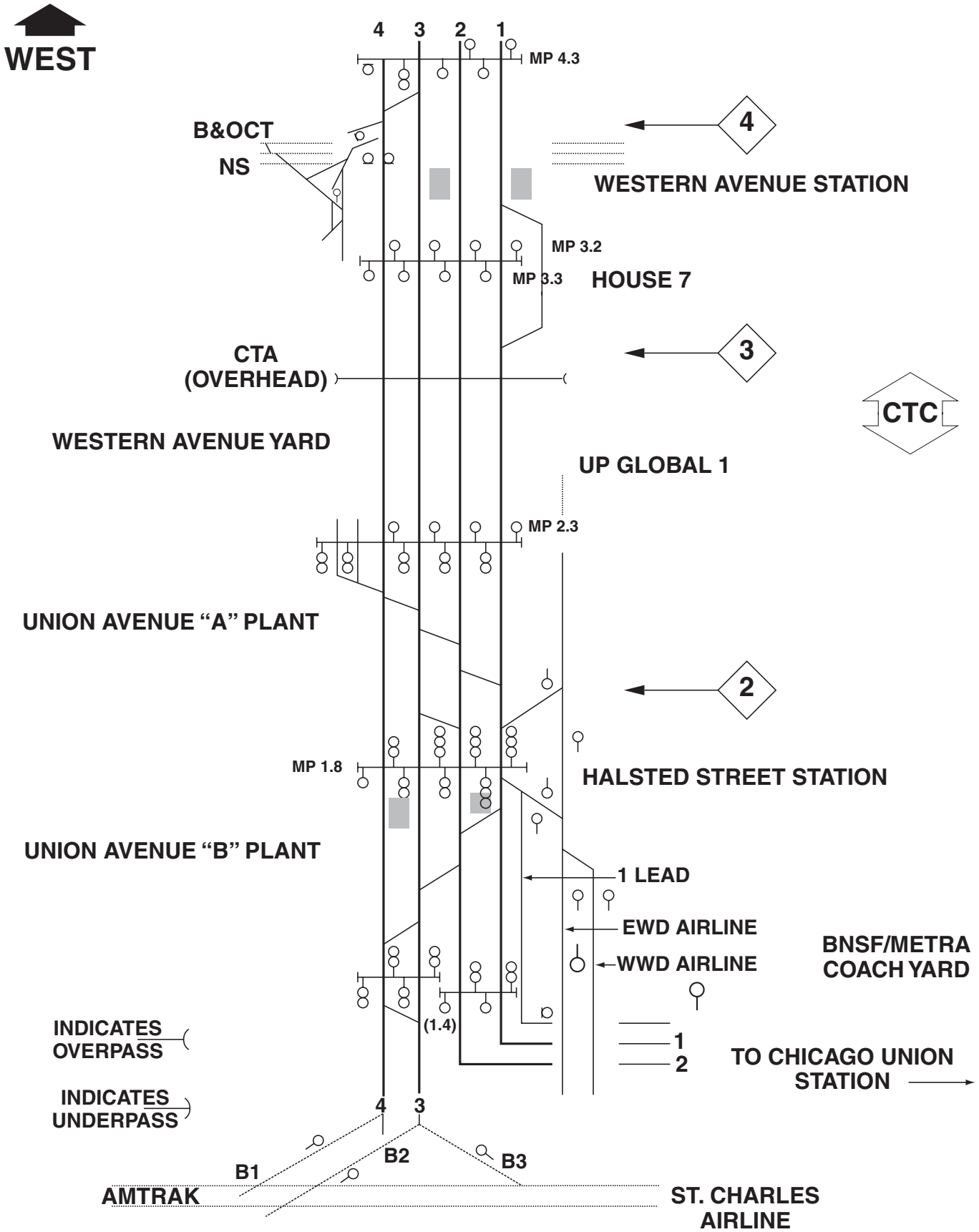
WEST
4 3 2 1
MP 4.3
B&OCT
NS
4
WESTERN AVENUE STATION
MP 3.2
MP 3.3
HOUSE 7
CTA
(OVERHEAD)
3
CTC
WESTERN AVENUE YARD
UP GLOBAL 1
MP 2.3
UNION AVENUE "A" PLANT
2
MP 1.8
HALSTED STREET STATION
UNION AVENUE "B" PLANT
1 LEAD
EWD AIRLINE
WWD AIRLINE
BNSF/METRA
COACH YARD
(1.4)
1
2
TO CHICAGO UNION
STATION
INDICATES
OVERPASS
INDICATES
UNDERPASS
4 3
B1
B2
B3
AMTRAK
ST. CHARLES
AIRLINE

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "Union Ave" Dispatcher - Channel 66.

MAXIMUM SPEED PERMITTED

Freight:	MPH
MP 2.8 - 5.7 Mains 1, 2, 3	25
MP 5.7 - 9.6 Mains 1, 2, 3	40
MP 2.2 - 3.2 Main 4	30
MP 3.2 - 6.3 Main 4	35
MP 6.3 - 6.8 Track 4	10
MP 6.3 - 7.2 Track 5	10

Passenger:

MP 4.0 - 20.4 Mains 1, 2, 3	70
MP 3.2 - 6.3 Main 4	40
MP 6.3 - 6.8 Main 4	25
Kedzie Plant MP 4.8	
Between Mains 3 and 4	25
MP 6.3 - 7.2 Track 5	10
Cicero "B" Plant MP 6.3 - 7.0	
Between Mains 1, 2, and 3	35
Between Mains 3 and 4	25
Cicero "A" Plant MP 7.2 - 7.5	
Through Crossover Switches	12

Power switches on yard tracks at the east and west end of Cicero Yard are controlled by East End Tower.

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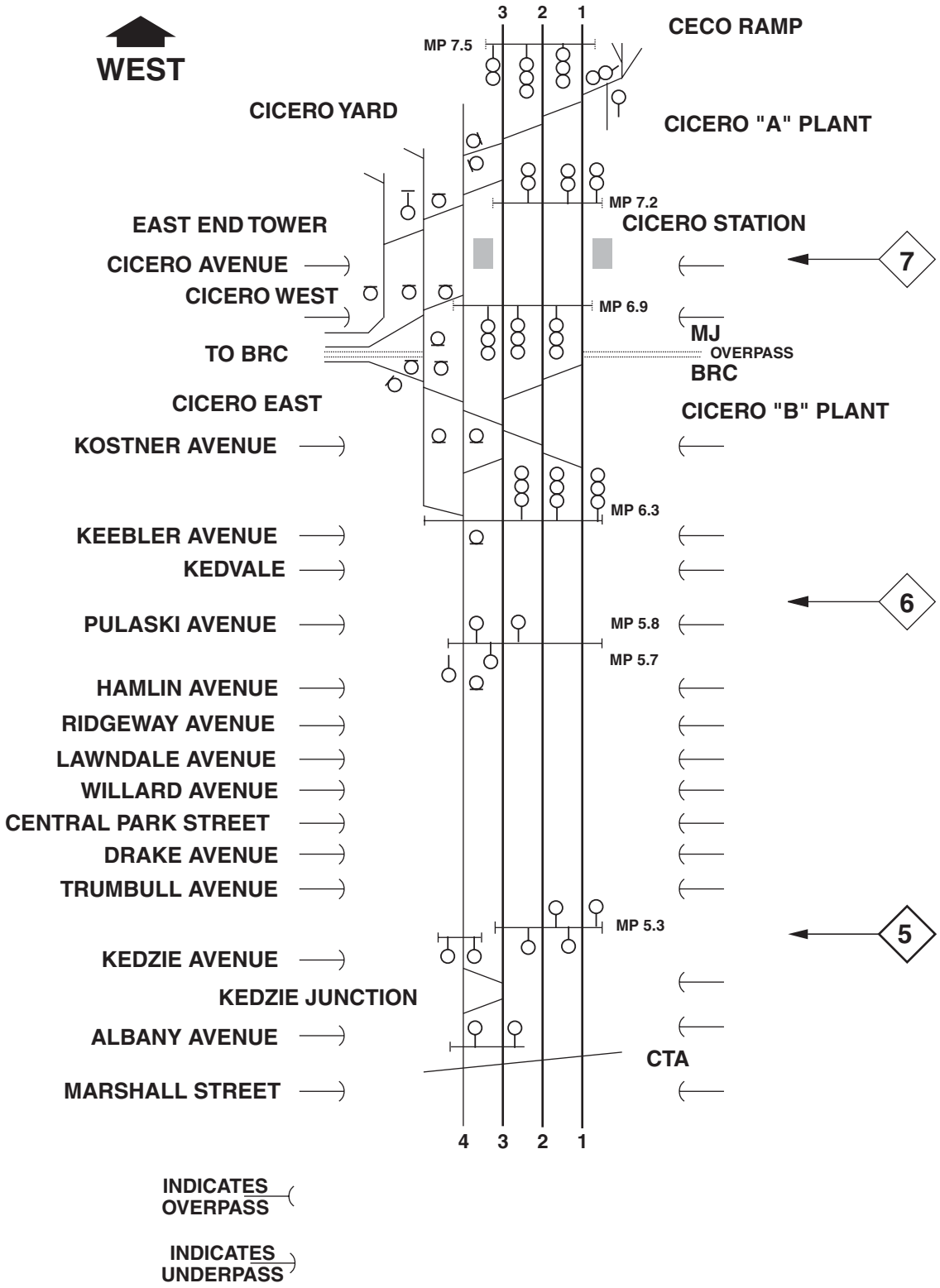
WEST
3 2 1
MP 7.5
CECO RAMP
CICERO YARD
CICERO "A" PLANT
MP 7.2
EAST END TOWER
CICERO STATION
CICERO AVENUE
7
CICERO WEST
MP 6.9
MJ
OVERPASS
TO BRC
BRC
CICERO EAST
CICERO "B" PLANT
KOSTNER AVENUE
MP 6.3
KEEBLER AVENUE
KEDVALE
6
PULASKI AVENUE
MP 5.8
MP 5.7
HAMLIN AVENUE
RIDGEWAY AVENUE
LAWNDALE AVENUE
WILLARD AVENUE
CENTRAL PARK STREET
DRAKE AVENUE
TRUMBULL AVENUE
MP 5.3
5
KEDZIE AVENUE
KEDZIE JUNCTION
ALBANY AVENUE
CTA
MARSHALL STREET
4 3 2 1
INDICATES OVERPASS
INDICATES UNDERPASS

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

MAXIMUM SPEED PERMITTED

Freight:	MPH
MP 5.7 - 9.6 Mains 1, 2, 3	40
MP 9.6 - 21.7 Mains 1, 2, 3	45

Passenger:	
MP 4.0 - 20.4 Mains 1, 2, 3	70

LAVERGNE PLANT	
Crossovers between Mains 1, 2, and 3	30
Crossovers between Main and Yard	10

Trains entering Cicero or CECO Yard contact Hump Yardmaster for instructions.

Power switches on Yard Tracks at the EAST and WEST end of Cicero Yard are controlled by East End Tower.

Trackside Warning Detector

MP 10.4 (DED) both WWD and EWD, Mains 1 and 2 Radio Message - Exception reporting only.

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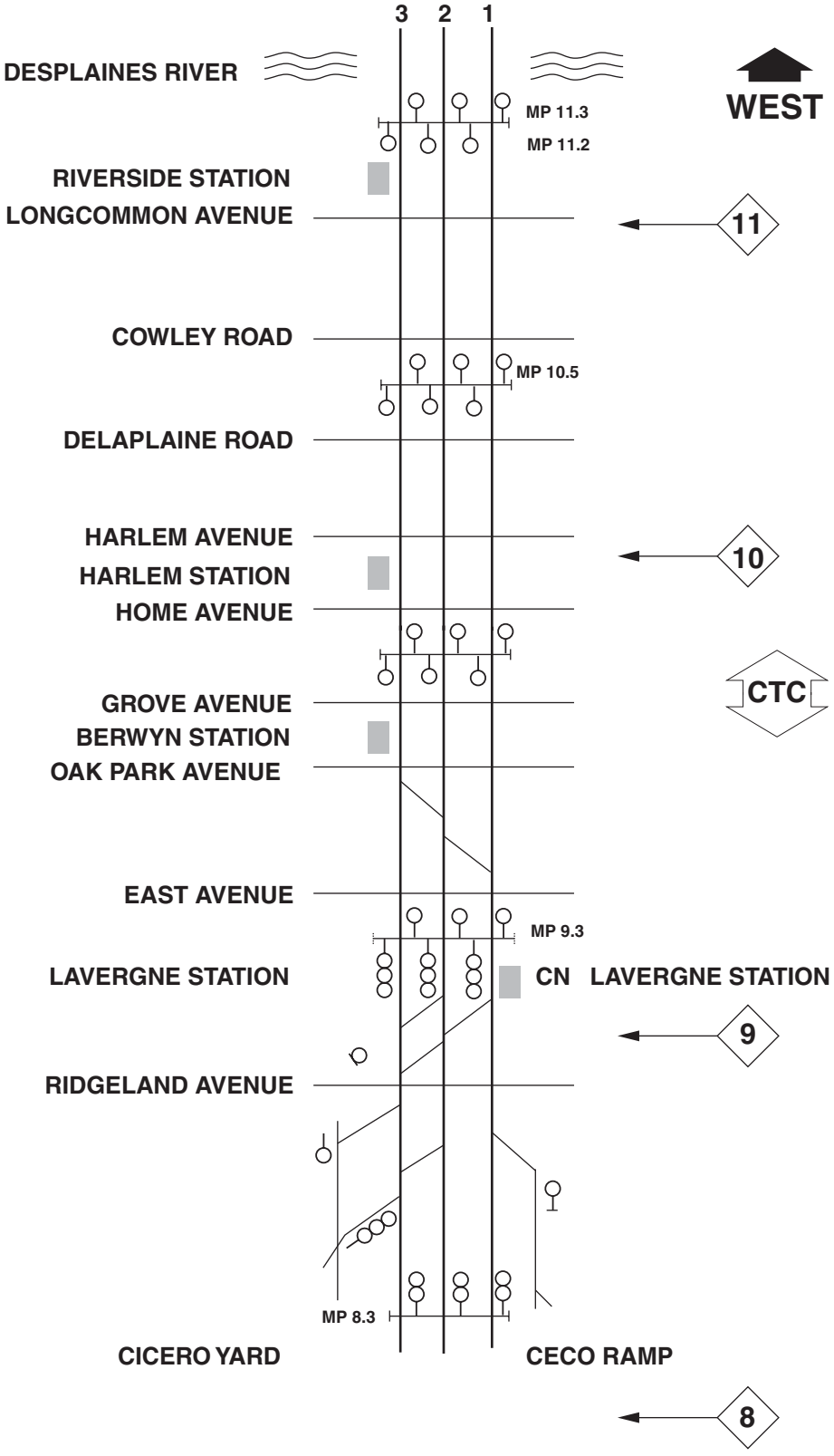
3
2
1
DESPLAINES RIVER
WEST
MP 11.3
MP 11.2
RIVERSIDE STATION
LONGCOMMON AVENUE
11
COWLEY ROAD
MP 10.5
DELAPLAINE ROAD
HARLEM AVENUE
HARLEM STATION
10
HOME AVENUE
CTC
GROVE AVENUE
BERWYN STATION
OAK PARK AVENUE
EAST AVENUE
MP 9.3
LAVERGNE STATION
CN LAVERGNE STATION
9
RIDGELAND AVENUE
MP 8.3
CICERO YARD
CECO RAMP
8

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

MAXIMUM SPEED PERMITTED

Freight:	MPH
MP 9.6 - 21.7 Mains 1, 2, 3	45

Passenger:	
MP 4.0 - 20.4 Mains 1, 2, 3	70

CONGRESS PARK PLANT	
Crossovers between Mains 1, 2, and 3	50
Crossovers between Main and Yard	10

Trains coming off IHB contact BNSF East End Dispatcher on Channel 66.

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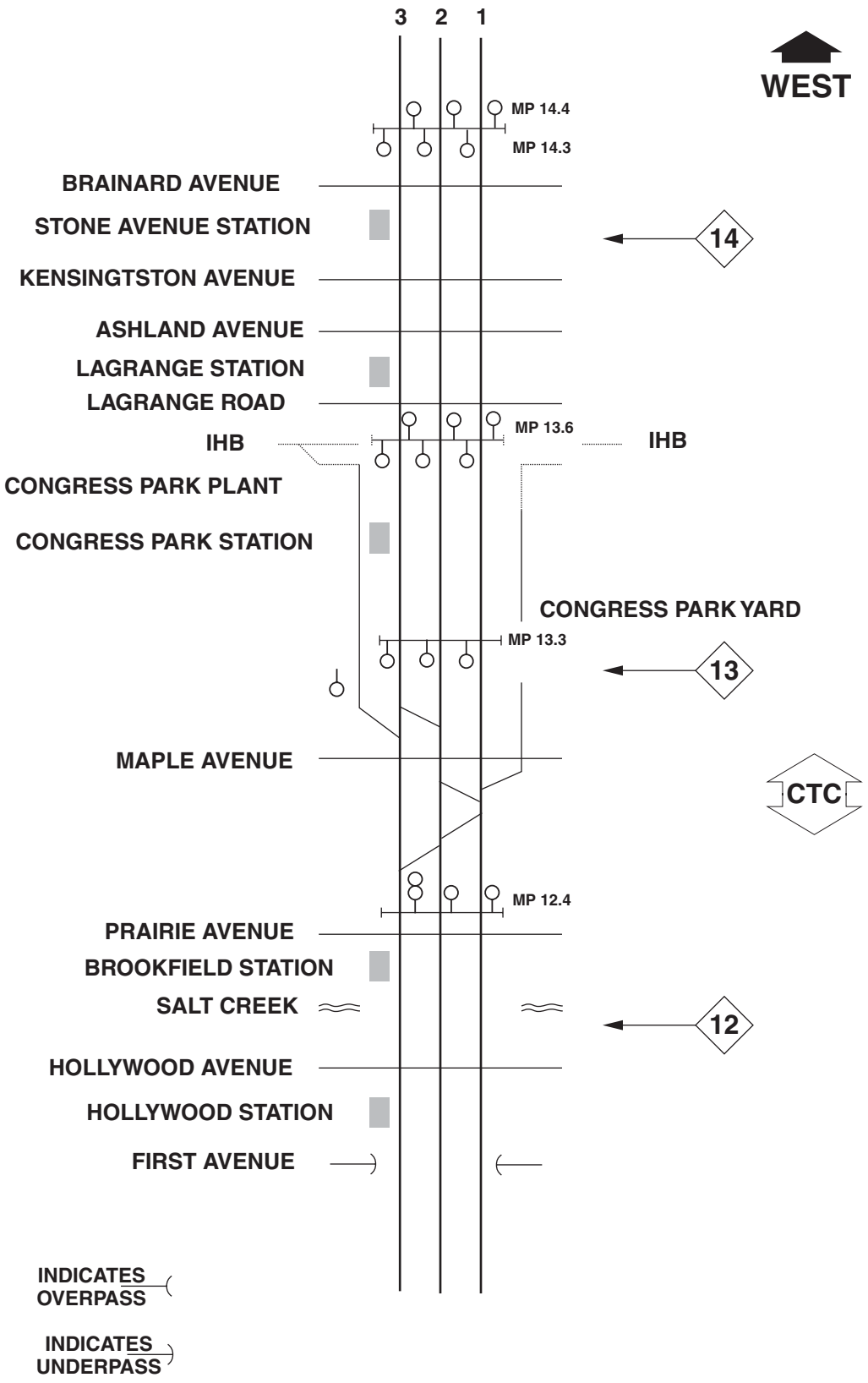
3
2
1
WEST
MP 14.4
MP 14.3
BRAINARD AVENUE
STONE AVENUE STATION
14
KENSINGTSTON AVENUE
ASHLAND AVENUE
LAGRANGE STATION
LAGRANGE ROAD
MP 13.6
IHB
IHB
CONGRESS PARK PLANT
CONGRESS PARK STATION
CONGRESS PARK YARD
MP 13.3
13
MAPLE AVENUE
CTC
MP 12.4
PRAIRIE AVENUE
BROOKFIELD STATION
SALT CREEK
12
HOLLYWOOD AVENUE
HOLLYWOOD STATION
FIRST AVENUE
INDICATES OVERPASS
INDICATES UNDERPASS

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

MAXIMUM SPEED PERMITTED

Freight:	MPH
MP 9.6 - 21.7 Mains 1, 2, 3	45
Loaded ore trains	35
Passenger:	
MP 4.0 - 20.4 Mains 1, 2, 3	70
Crossovers	
Highlands	35
West Hinsdale	35

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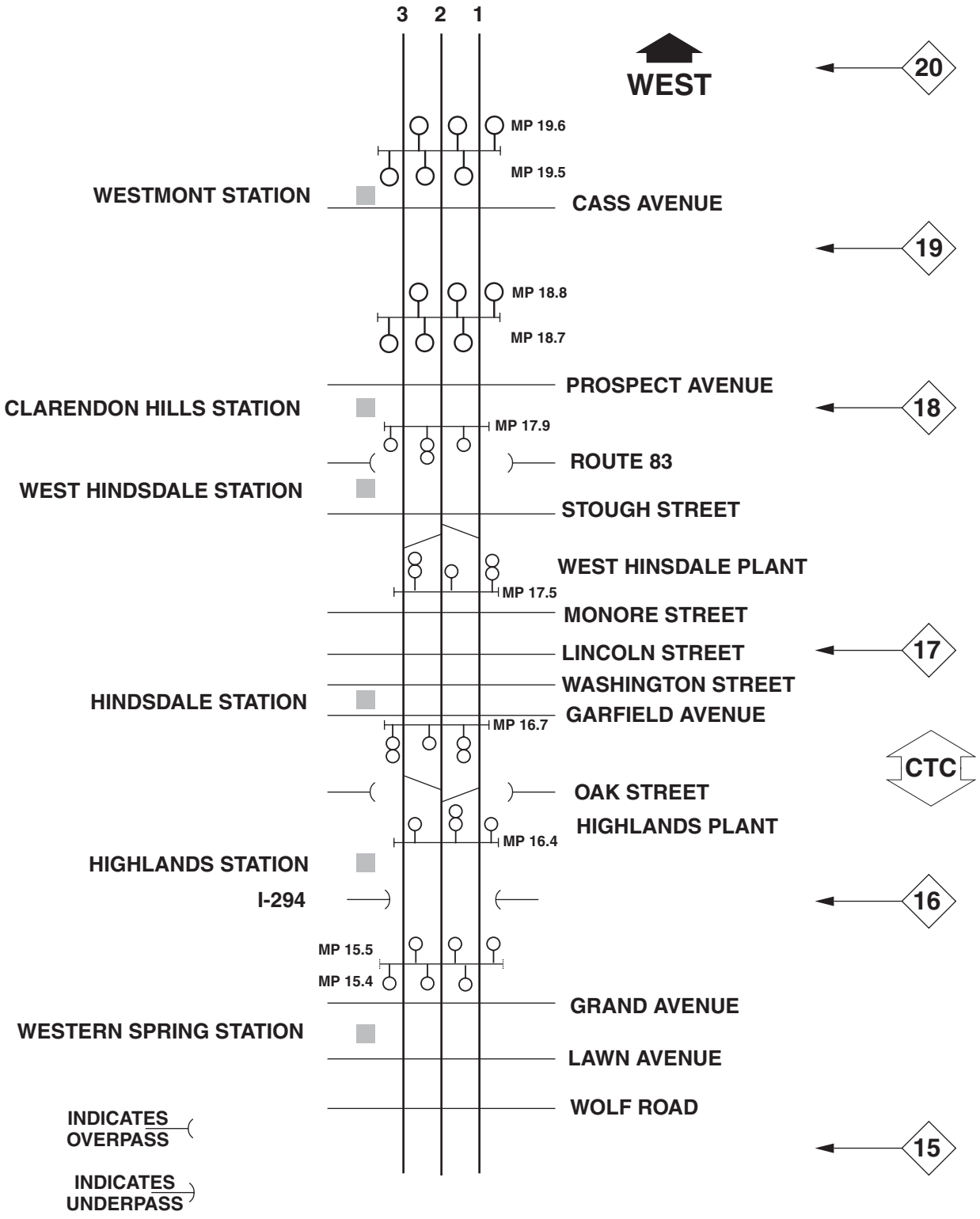
3
2
1
WEST
20
MP 19.6
MP 19.5
WESTMONT STATION
CASS AVENUE
19
MP 18.8
MP 18.7
PROSPECT AVENUE
CLARENDON HILLS STATION
18
MP 17.9
ROUTE 83
WEST HINDSDALE STATION
STOUGH STREET
WEST HINSDALE PLANT
MP 17.5
MONORE STREET
LINCOLN STREET
17
WASHINGTON STREET
HINDSDALE STATION
GARFIELD AVENUE
MP 16.7
CTC
OAK STREET
HIGHLANDS PLANT
MP 16.4
HIGHLANDS STATION
I-294
16
MP 15.5
MP 15.4
GRAND AVENUE
WESTERN SPRING STATION
LAWN AVENUE
WOLF ROAD
15
INDICATES OVERPASS
INDICATES UNDERPASS

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

SPEED RESTRICTIONS:

Freight:	MPH
MP 21.7 - 35.0	50
Loaded ore trains	35

Passenger

MP 20.4 - 35.0	70

Crossovers

Fairview Ave	35
Downers Grove	35
East Lisle	50

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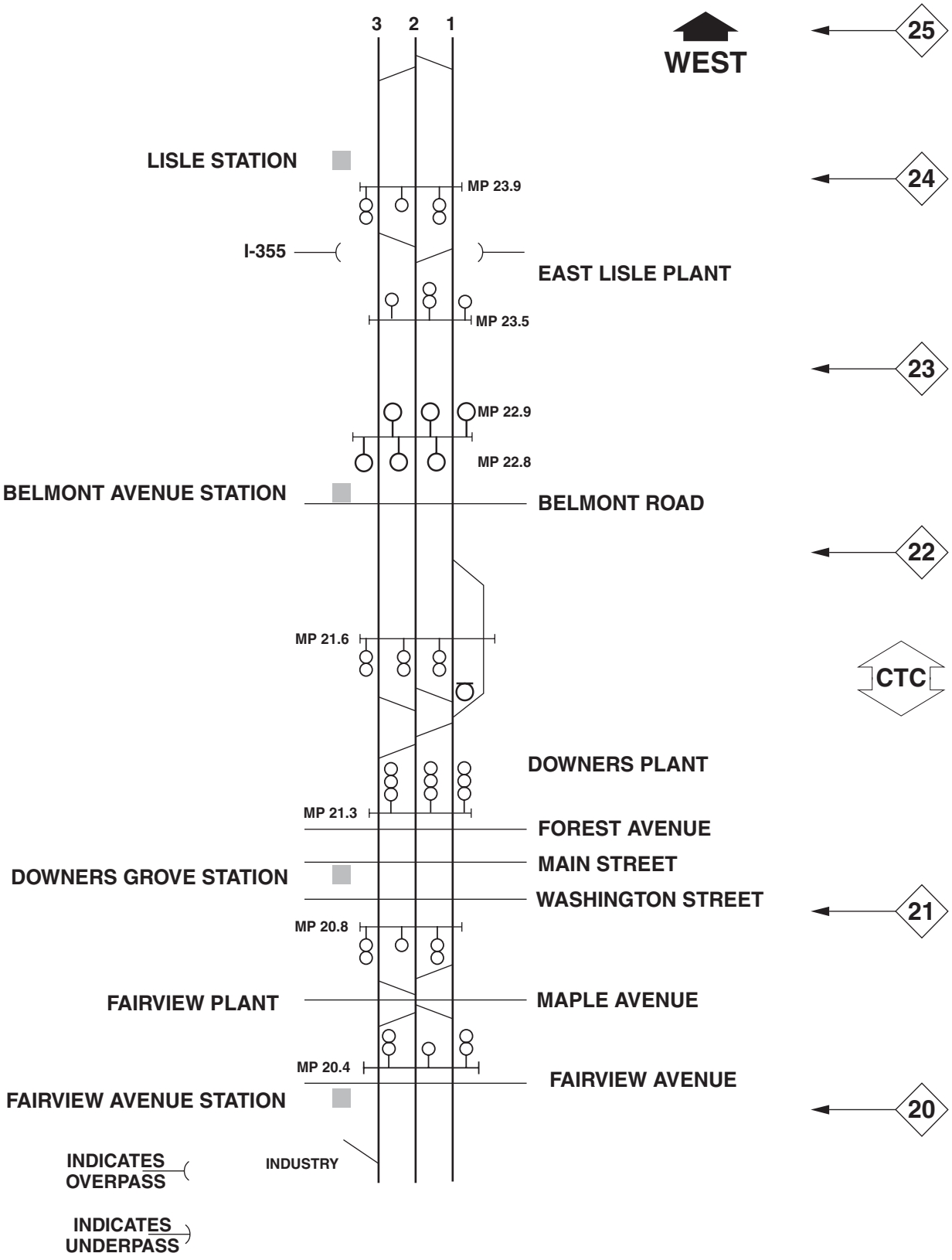
3
2
1
WEST
25
LISLE STATION
24
MP 23.9
I-355
EAST LISLE PLANT
MP 23.5
23
MP 22.9
MP 22.8
BELMONT AVENUE STATION
BELMONT ROAD
22
MP 21.6
CTC
DOWNERS PLANT
MP 21.3
FOREST AVENUE
MAIN STREET
DOWNERS GROVE STATION
WASHINGTON STREET
21
MP 20.8
FAIRVIEW PLANT
MAPLE AVENUE
MP 20.4
FAIRVIEW AVENUE
FAIRVIEW AVENUE STATION
20
INDUSTRY
INDICATES OVERPASS
INDICATES UNDERPASS

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

SPEED RESTRICTIONS:

Freight:	MPH
MP 21.7 - 35.0	50
Loaded ore trains	35

Passenger

MP 21.7 - 35.0	70

Crossovers

East Naperville	35
West Naperville	35
Lisle	50

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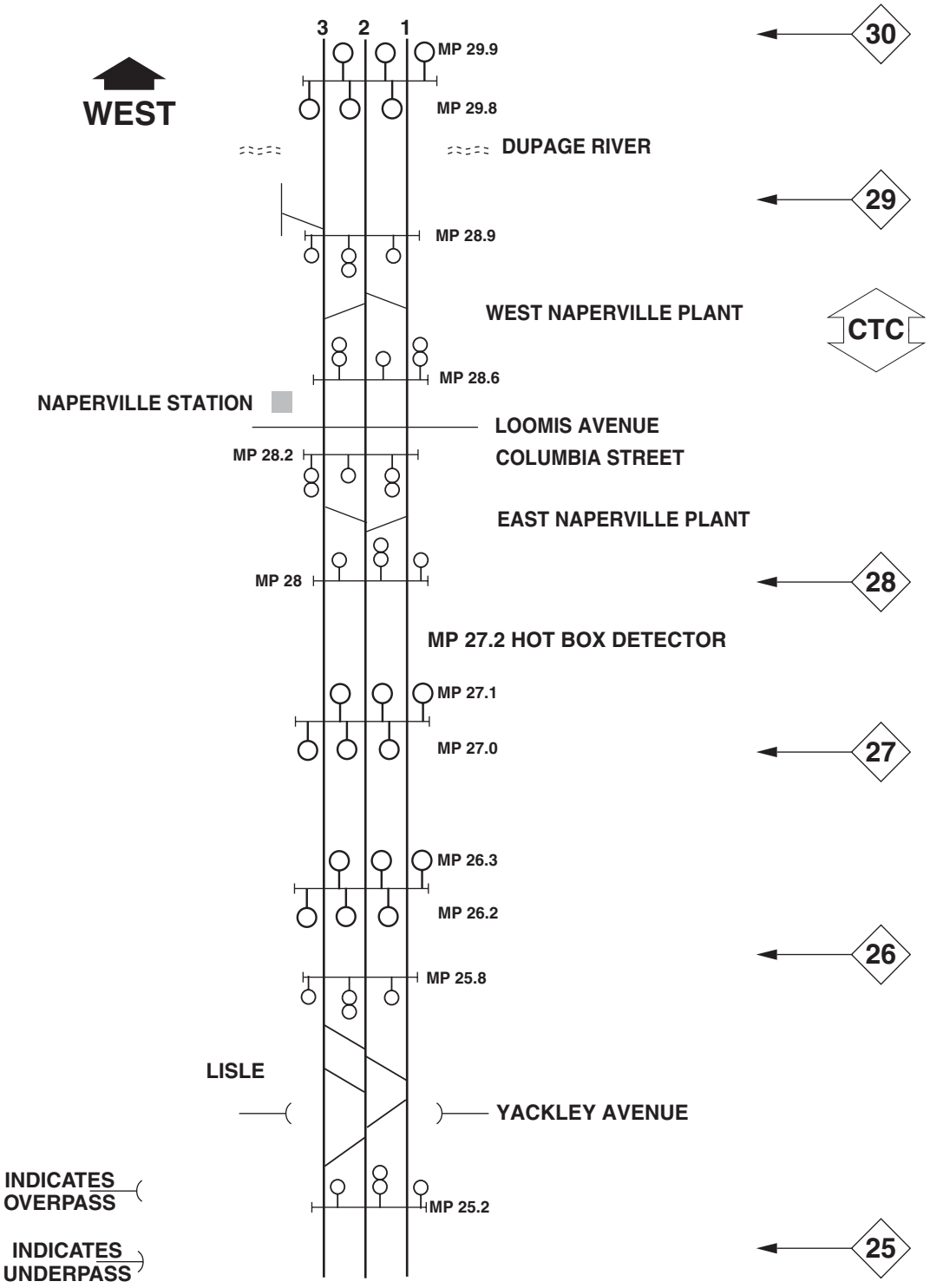
3
2
1
WEST
MP 29.9
MP 29.8
DUPAGE RIVER
MP 28.9
WEST NAPERVILLE PLANT
MP 28.6
NAPERVILLE STATION
LOOMIS AVENUE
MP 28.2
COLUMBIA STREET
EAST NAPERVILLE PLANT
MP 28
MP 27.2 HOT BOX DETECTOR
MP 27.1
MP 27.0
MP 26.3
MP 26.2
MP 25.8
LISLE
YACKLEY AVENUE
MP 25.2
30
29
CTC
28
27
26
25
INDICATES OVERPASS
INDICATES UNDERPASS

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CTC Rules in effect Union Avenue to Montgomery.

BNSF "EAST END" Dispatcher - Channel 66.

SPEED RESTRICTIONS:

Freight:	MPH
MP 21.7 - 35.0	50
Loaded ore trains	35

Passenger

MP 21.7 - 35.0	70

Crossovers

Eola	30
West Eola	30

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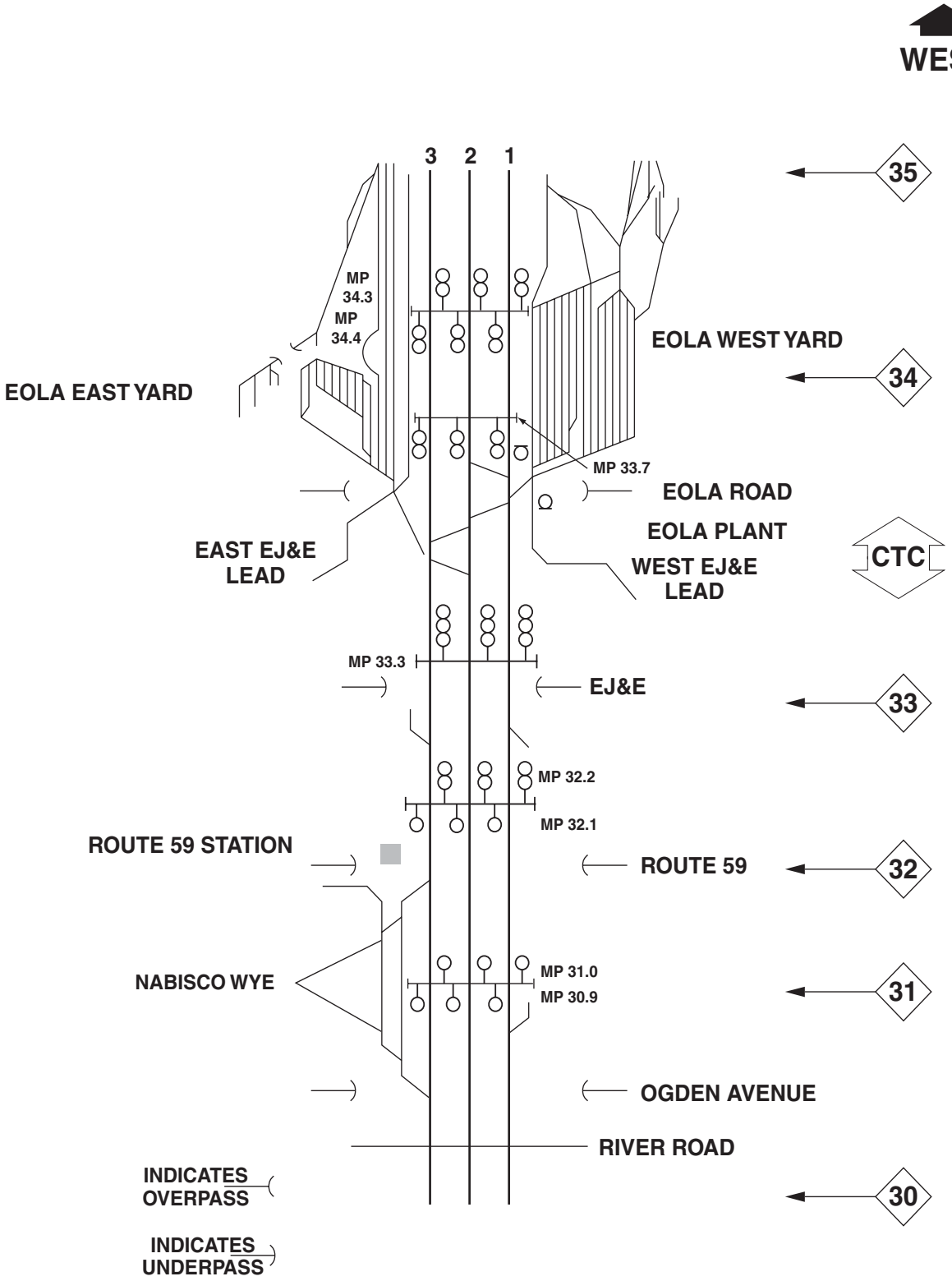
WEST
3
2
1
35
MP 34.3
MP 34.4
EOLA WEST YARD
EOLA EAST YARD
34
MP 33.7
EOLA ROAD
EOLA PLANT
CTC
EAST EJ&E LEAD
WEST EJ&E LEAD
MP 33.3
EJ&E
33
MP 32.2
MP 32.1
ROUTE 59 STATION
ROUTE 59
32
NABISCO WYE
MP 31.0
MP 30.9
31
OGDEN AVENUE
RIVER ROAD
INDICATES OVERPASS
30
INDICATES UNDERPASS

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CTC: Rules in effect Aurora to Montgomery

BNSF "EAST End" Dispatcher - Channel 66

Freight:	MPH
MP 35.0 - 38.1	40
Over 100 Tons Operating Brakes	30
MP 38.1 - 38.9	35
38.9 - 40.4	50

Passenger

MP 35.0 - 38.1	55
MP 38.1 - 38.9	35
MP 38.9 - 40.4	75

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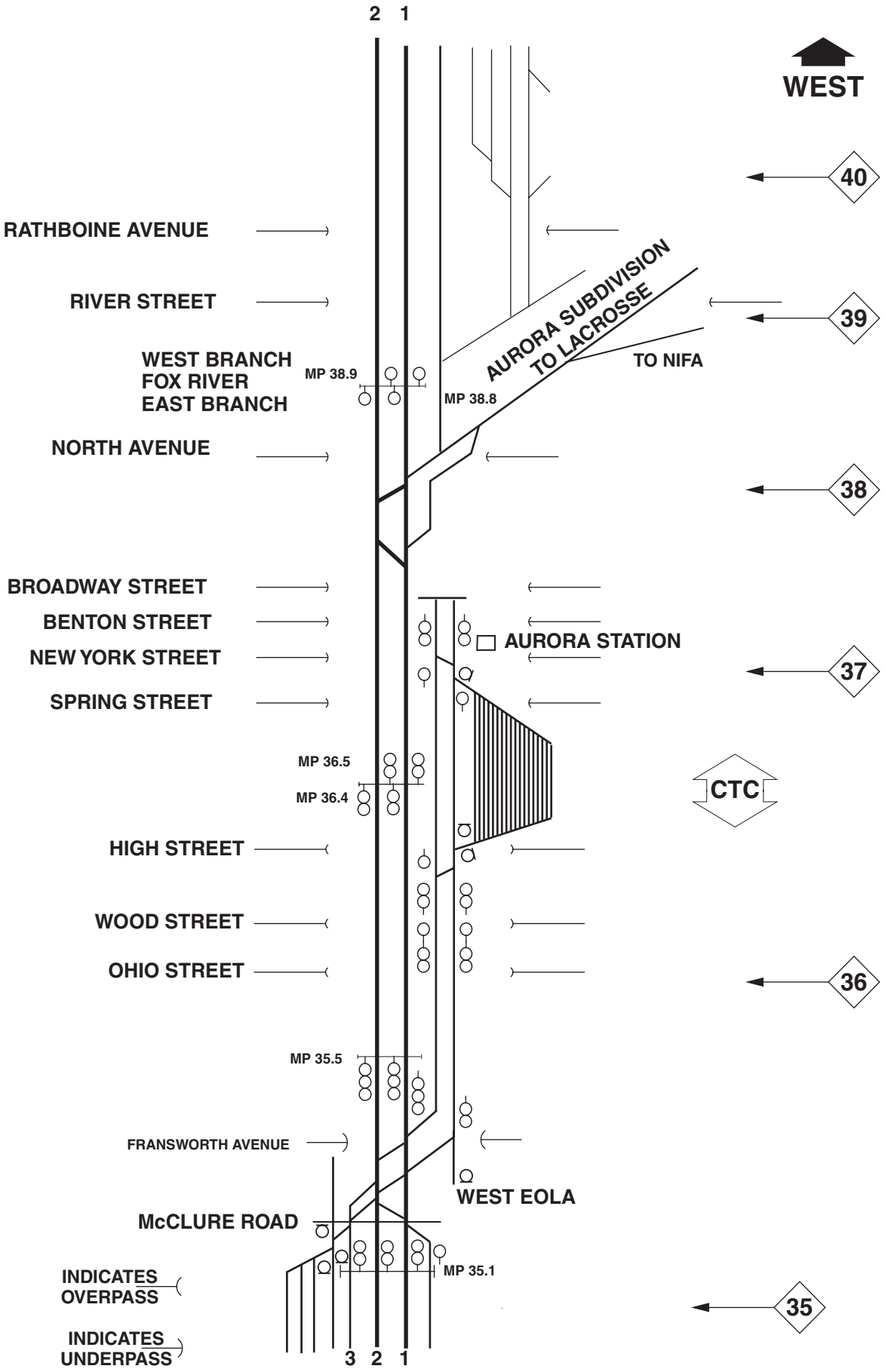
2 1
WEST
40
RATHBOINE AVENUE
RIVER STREET
39
AURORA SUBDIVISION
TO LACROSSE
TO NIFA
WEST BRANCH
FOX RIVER
EAST BRANCH
MP 38.9
MP 38.8
NORTH AVENUE
38
BROADWAY STREET
BENTON STREET
NEW YORK STREET
SPRING STREET
AURORA STATION
37
MP 36.5
MP 36.4
CTC
HIGH STREET
WOOD STREET
OHIO STREET
36
MP 35.5
FRANSWORTH AVENUE
WEST EOLA
McCLURE ROAD
MP 35.1
INDICATES
OVERPASS
INDICATES
UNDERPASS
35
3 2 1

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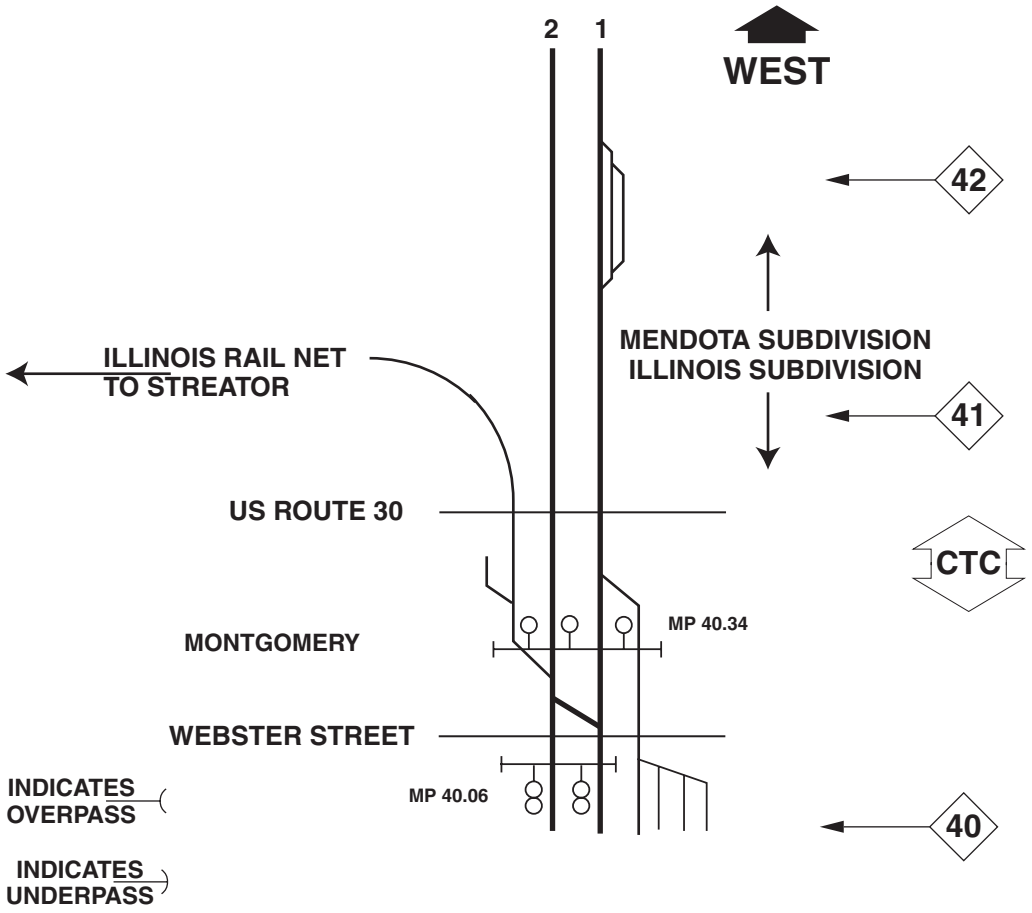
CTC: Rules in effect Aurora to Montgomery

BNSF "EAST End" Dispatcher - Channel 66

	MPH
Freight	50
Passenger	
Chicago to Aurora	79
Aurora to Montgomery	79



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CHILLICOTHE SUBDIVISION

1. Method of Operation

Within the Chicago Switching Area, the Chillicothe Subdivision has two main tracks extending from Corwith Junction Interlocking to Joliet UD (MP 37.5), with CTC in effect on both main tracks. East of Corwith Junction Interlocking to MP 4.6 (NS Connection) trains operate per Rule 6.28.

Between Corwith Junction Interlocking (MP 5.9) and B&OCT Interlocking (MP 12.9), the following control operators control BNSF tracks:

Telephone No. Radio Channel
Corwith Jct. Interlocking (CN) 773-755-7500 x6488 72
Nerska Interlocking (BRC) 708-496-4103 26
BO&CT Interlocking (IHB) 219-989-4815 58

West of B&OCT Interlocking BNSF train dispatcher controls both main tracks to Joliet and beyond.

BNSF Train Dispatcher 817-234-2301 36

2. General Code of Operating Rules

RADIO INSTRUCTIONS

Trains operating over BNSF Chillicothe Subdivision will keep radios on Channel 36.

TELEPHONE NUMBERS

No. 1 Tower-Corwith 773-579-5083 or 5089
Signals Not Conforming to Aspects and Indications Shown On Page BNSF-16

Aspect.....Red over Flashing Yellow

Name.....Diverging Approach (Rule 9.1.11 does not apply)

Indication.....Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

3. Trackside Warning Detectors
A. Protecting bridges, tunnels, or other structures - None.
B. Other FED locations - MP 22.9 - Recall code 8.

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Between NS Connection and Corwith Junction Interlocking, trains operate per Rule 6.28.

Before passing BNSF connection switch for Westward movement contact BNSF #1 Tower Corwith for permission to enter BNSF trackage, radio channel 36 or phone 773-579-5083 or 5089..

Before passing BNSF connection switch for Eastward movement contact NS Ashland Avenue Yardmaster for permission to enter NS trackage and movement to first stop sign.

MOVEMENT AUTHORIZATION
For movement beyond stop sign refer to NS CORA Guide Section page NS-14

Rule 6.28 applies NS
Connection – Corwith MPH
Speed on Yard Tracks MP 4.6 to Corwith.....10
TURNOUTS AND SWITCHES Corwith.....10

23. Remote Control Operations

23(A) Remote Control Area

1. CORA Instructions will designate areas of remote control operations. Signs advising that remote control operations may be in effect will be posted at access locations to Remote Control Areas.

23(B) Remote Control Zone (RCZ)

1. CORA Special Instructions will designate limits of Remote Control Zones. Signs advising that Remote Control Zones may be in effect will be posted at access locations to Remote Control Zones.

2. Before entering a Remote Control Zone, all employees that are not part of the remote control crew must determine whether the zone is activated. Employees may receive this information from the Remote Control Operator or from the supervisor in charge of yard movements. When the Remote Control Zone is activated, track(s) within the zone must not be fouled with equipment, occupied or switches operated until the Remote Control Zone has been deactivated.

Chillicothe Subdivision
Signs located at MP 9.0 designate the Remote Control Area at Corwith yard (includes all BNSF trackage east of MP 9.0).

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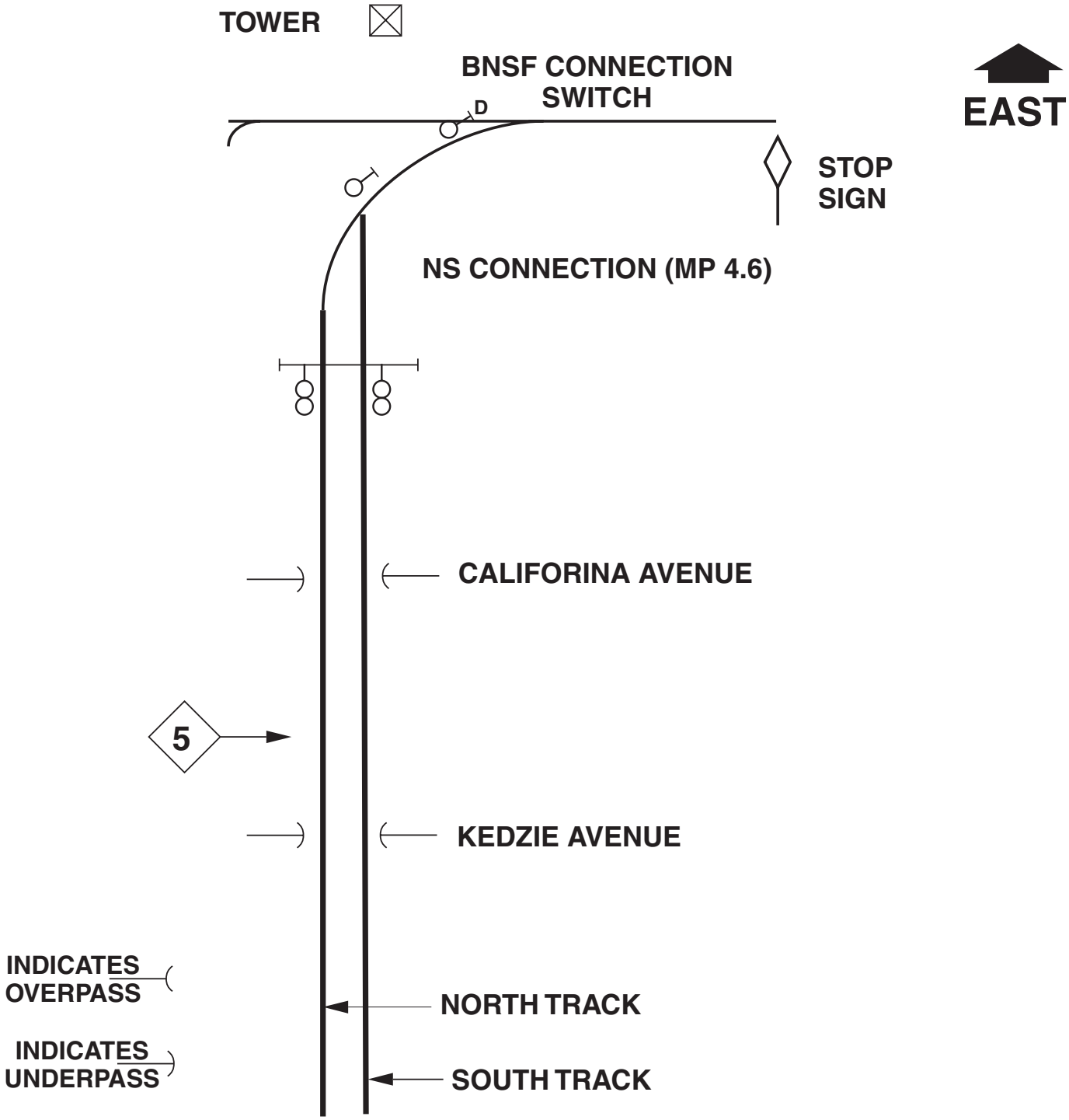
TOWER
BNSF CONNECTION
SWITCH
D
EAST
STOP
SIGN
NS CONNECTION (MP 4.6)
CALIFORINA AVENUE
5
KEDZIE AVENUE
INDICATES
OVERPASS
INDICATES
UNDERPASS
NORTH TRACK
SOUTH TRACK

© 2007 CORA

Between NS Connection and Corwith Interlocking, trains operate per Rule 6.28.

MAIN TRACK MP 5.9 - MP 8	**MPH**
MP 5.9 - 6.2	10
MP 6.2 - 10.3	30

Exceptions:

Railroad Crossing MP 5.9 (Interlocking) (Main 1)	30
Railroad crossing MP 5.9 (Interlocking) (Main 2)	10

TURNOUTS AND SWITCHES

Corwith	10
Nerska	15
YARD TRACKS	
MP 4.6 to Corwith	10

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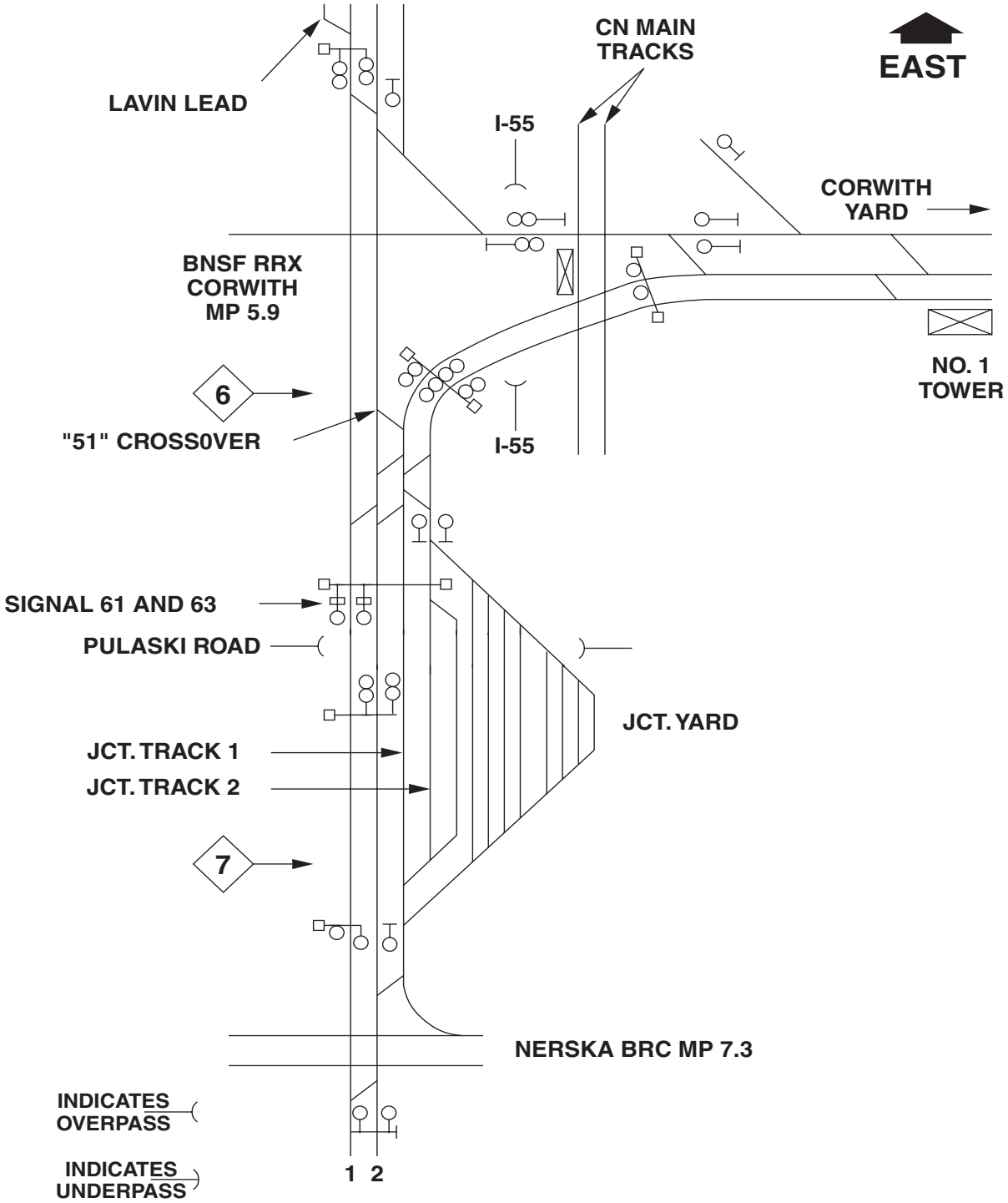
CN MAIN TRACKS
EAST
LAVIN LEAD
I-55
CORWITH YARD
BNSF RRX CORWITH MP 5.9
NO. 1 TOWER
6
"51" CROSS0VER
I-55
SIGNAL 61 AND 63
PULASKI ROAD
JCT. YARD
JCT. TRACK 1
JCT. TRACK 2
7
NERSKA BRC MP 7.3
INDICATES OVERPASS
INDICATES UNDERPASS
1 2

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CORWITH YARD
SPEED LIMIT 5 MPH ON STRIP TRACKS
901, 902, 903, 904, 905, 906, 907, 908,
909, 910, 911, TOFC LEAD AND TAIL
TRACK FOR SOUTHWARD, MOVEMENTS
OF INBOUND TRAINS ONLY
NORTH
WEST 38th PLACE
WEST 39th STREET
CAR INSPECTOR BUILDING
FAR EAST POCKET TRACK
OLD YARD LEAD
TANKS
BALLOON TRACK
SWITCH ENGINE INBOUND
SWITCH ENGINE OUTBOUND
SWITCH ENGINE OUTBOUND
ROAD ENGINE OUTBOUND
ROAD ENGINE OUTBOUND
DIESEL SHOP (RUNNING SHOP)
LOCKER ROOM
INSPECTION PIT
FIRE ROAD
FIRE ROAD
HOUSE POCKET NO. 3
HUTCHINSON SALT CO.
PLATFORM
STOREHOUSE
STORE
FIRE ROAD
NS LEAD
CORWITH, IL (STATION 66000)
CAR SHOP
PAINT TRACK
CAR DEPARTMENT OFFICE
TRACK 1 CAR SHOP
SCALE
BNSF COOPERATION
INTERMODAL YARD
LOCOMOTIVE SHOP

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DRAKE AVENUE
ROAD SERVERS AS
TRACK NUMBER BREAK
0901
0902
0903
0904
0905
0906
0907
0908
0909
0910
0911
HUMP LEAD
NS LEAD
SOUTH ARCHER AVENUE
JB HUNT ROAD
PUBLIC CROSSING
UNDERPASS
WORK LEAD
HUMP TRACK
NS LEAD
TO CHICAGO BELTLINE YARD
HUMP LEAD
NS LEAD
BELT TRACK
9901
BEDFORD PARK
CHICAGO
RECEIVING AND DEPARTURE YARD
0220
0221
0222
0223
0224
0225
0226
0227
0228
0229
0230
0231
0232
0233
0234
0235
0236
0237
0238
0239
0240
0241
0242
0243
0244
0245
0246
0535
0536
0537
0538
0539
0540
0541
BNSF COOPERATION
0243
0406 NS LEAD
0406
9909
9910
9911
ROAD
CROSSING
PLATFORM
SHOP EXTENSION
9907
NS LEAD
CAR SHOP
GARAGE
PLATFORM
LOCOMOTIVE WASH RACK
NS LEAD
NORTH

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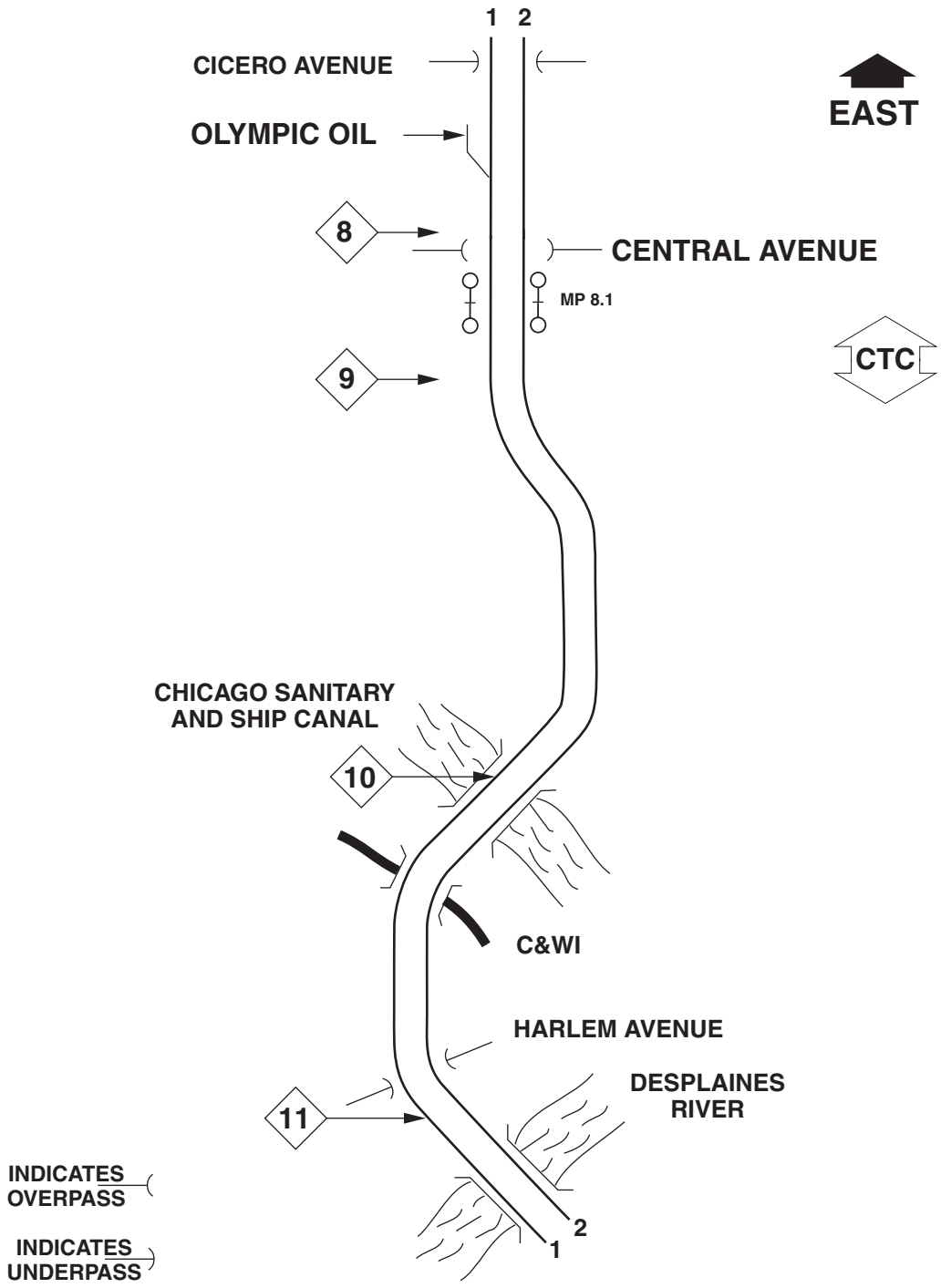
MAIN TRACK MP 7 - MP 12 MPH

MP 6.2 - 10.3.....30
MP 10.3 - 12.9.....55



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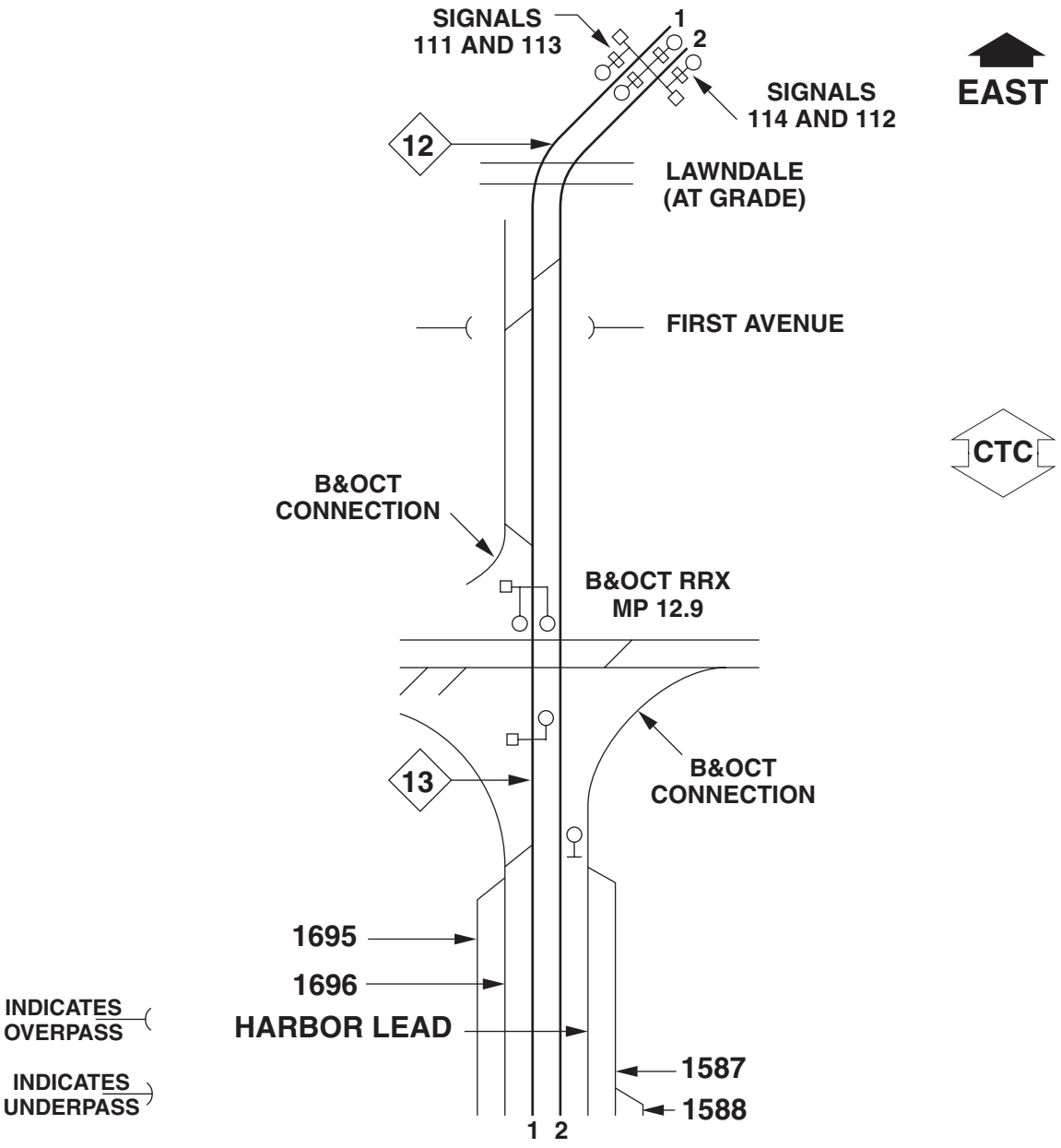
MAIN TRACK MP 12 - MP 13 MPH
MP 10.3 - 12.9.....55
MP 12.9 B$OCT RRx.....30
MP 12.9 - 23.9.....55
TURNOUTS AND SWITCHES
Harbor: Both Ends of Sidings.....10



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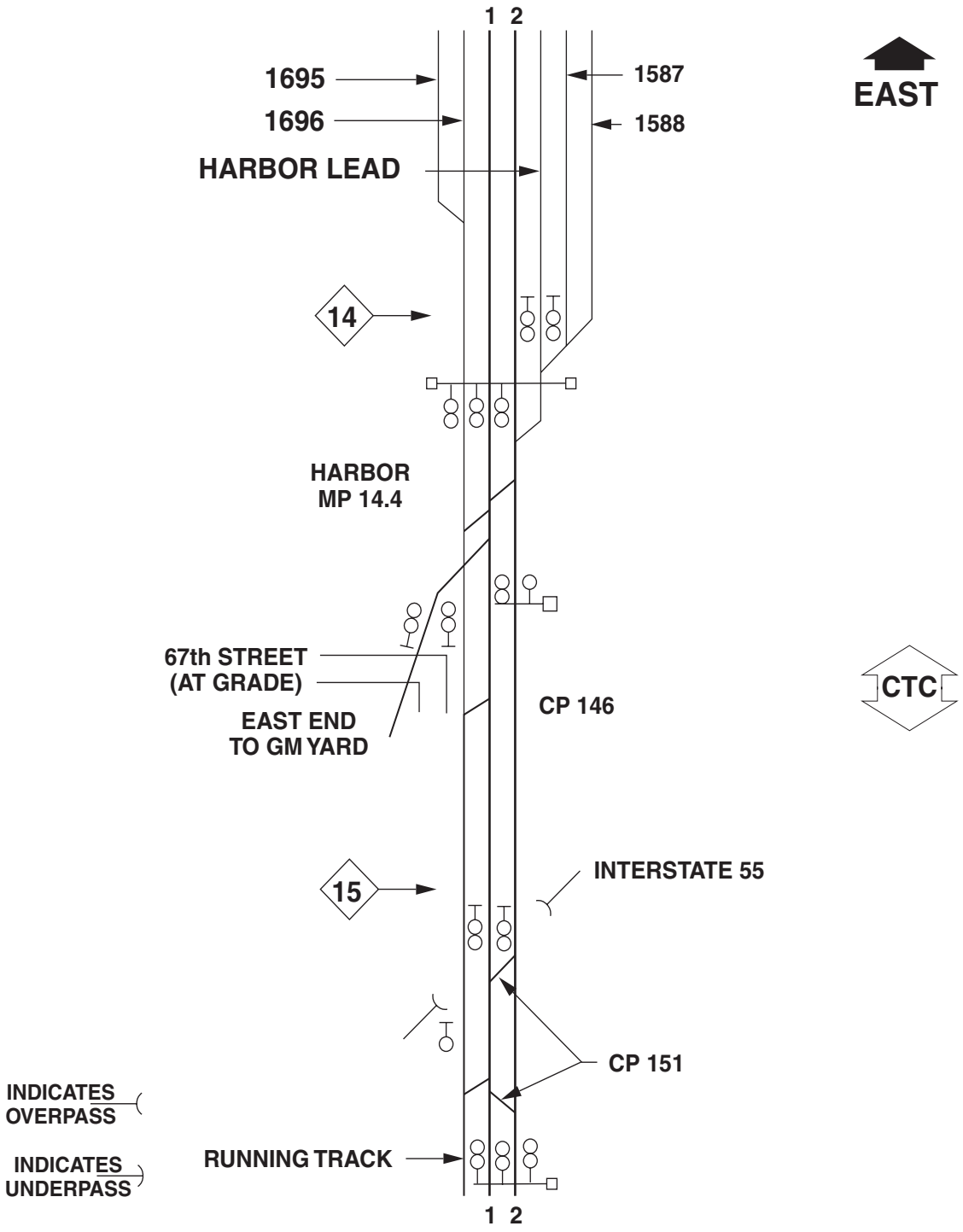
MAIN TRACK MP 14 - MP 16 MPH
MP 12.9 - 23.9.....55

TURNOUTS AND SWITCHES
Harbor:
Harbor Lead..... 10
Crossover.....40
Turnout to GM Yard..... 30
CP 151..... 40



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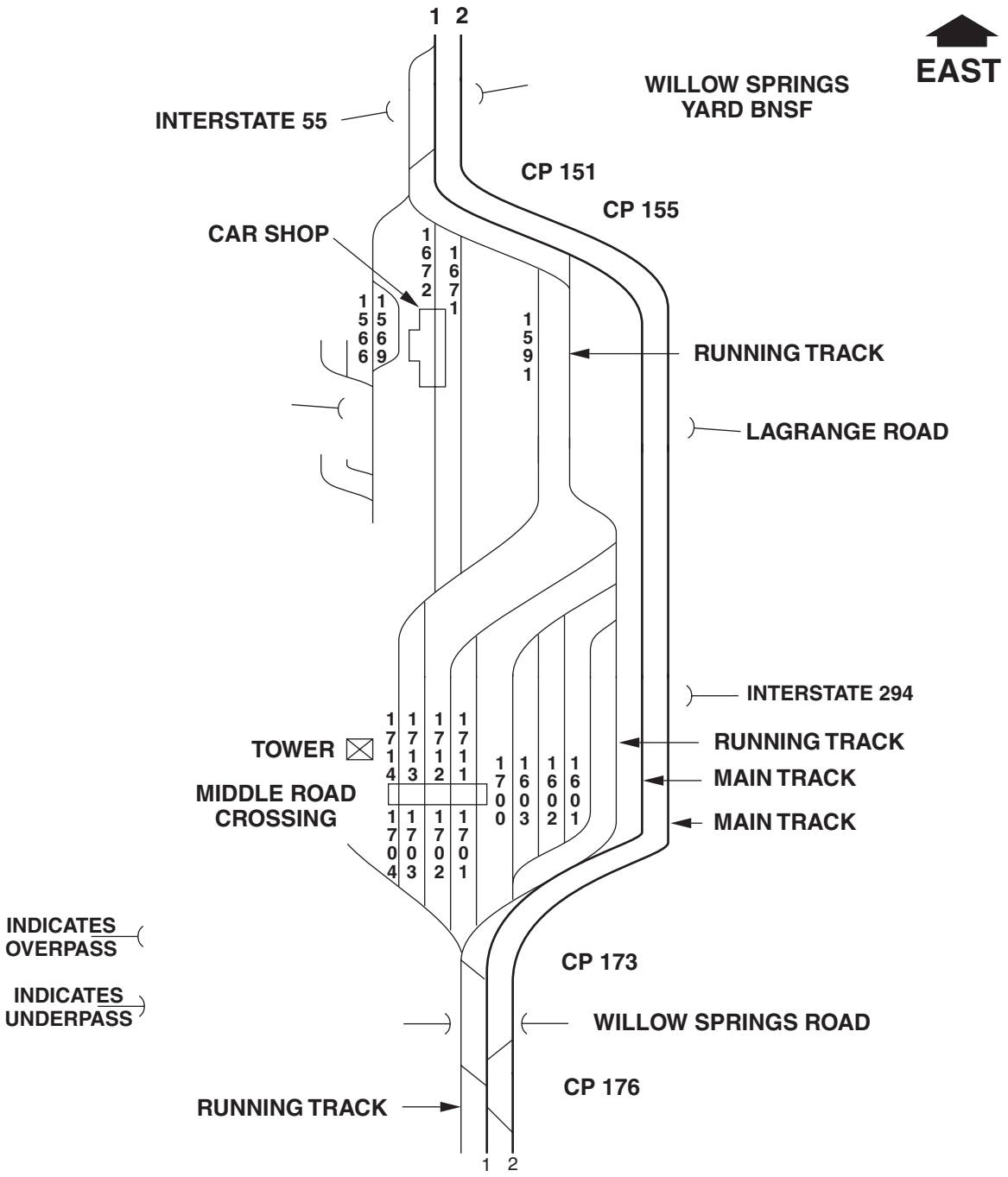
Before Yarding train, contact Willow Springs Tower mainline Channel 36, Phone: 708-482-5177
Willow Springs
1. Speed limit 30 MPH on West Running Track between CP 173 and CP 187.
2. Speed limit 10 MPH on East Running Track between CP 146 and CP 151.
3. Speed limit 10 MPH on all yard tracks and auxiliary tracks at Willow Springs IMF.
Westward trains departing tracks at the west end of Willow Springs must insure that yard switches are lined for their departure out and must not exceed 5 MPH until lead locomotive has passed westbound controlled signal at CP 173. Westward trains consisting of entirely intermodal equipment and having lead locomotive unit departing from tracks 1700, 1701, 1702, 1703, 1704, and that track known as the Middle Running Track (located between CP 155 and CP 173) may after lead locomotive has passed signal at CP 173 operate at speed authorized by signal indication not exceeding 30 MPH from these tracks
NOTE: East ward trains entering these same tracks from CP 173 must operate at a maximum of 10 MPH.



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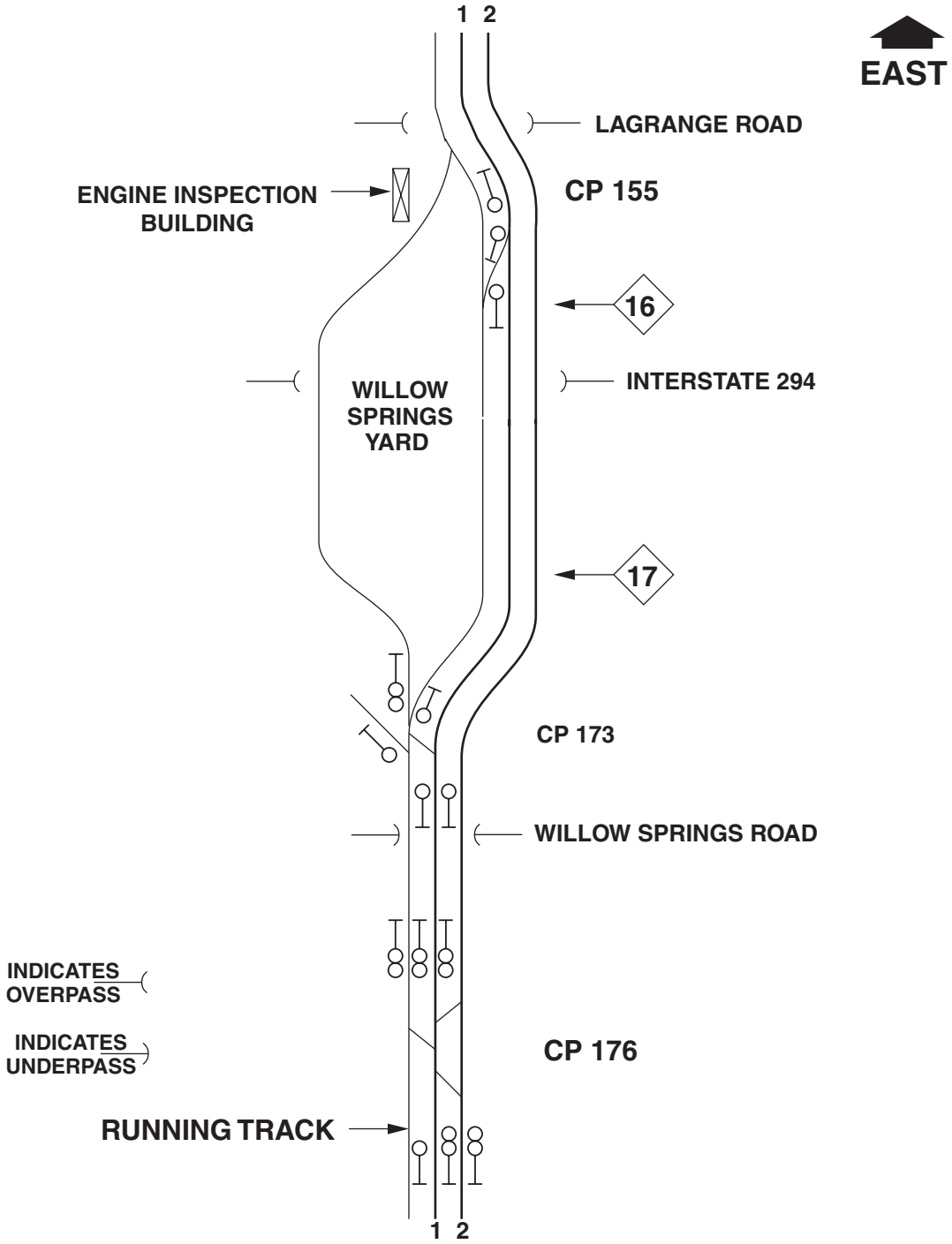
MAIN TRACK MP 15 - MP 16

	MPH
MP 12.9 - 23.9	55

TURNOUTS AND SWITCHES

CP 155	40
CP 173, Crossover	40
Turnout West Lead	30
CP 176, Turnout and Crossover	40



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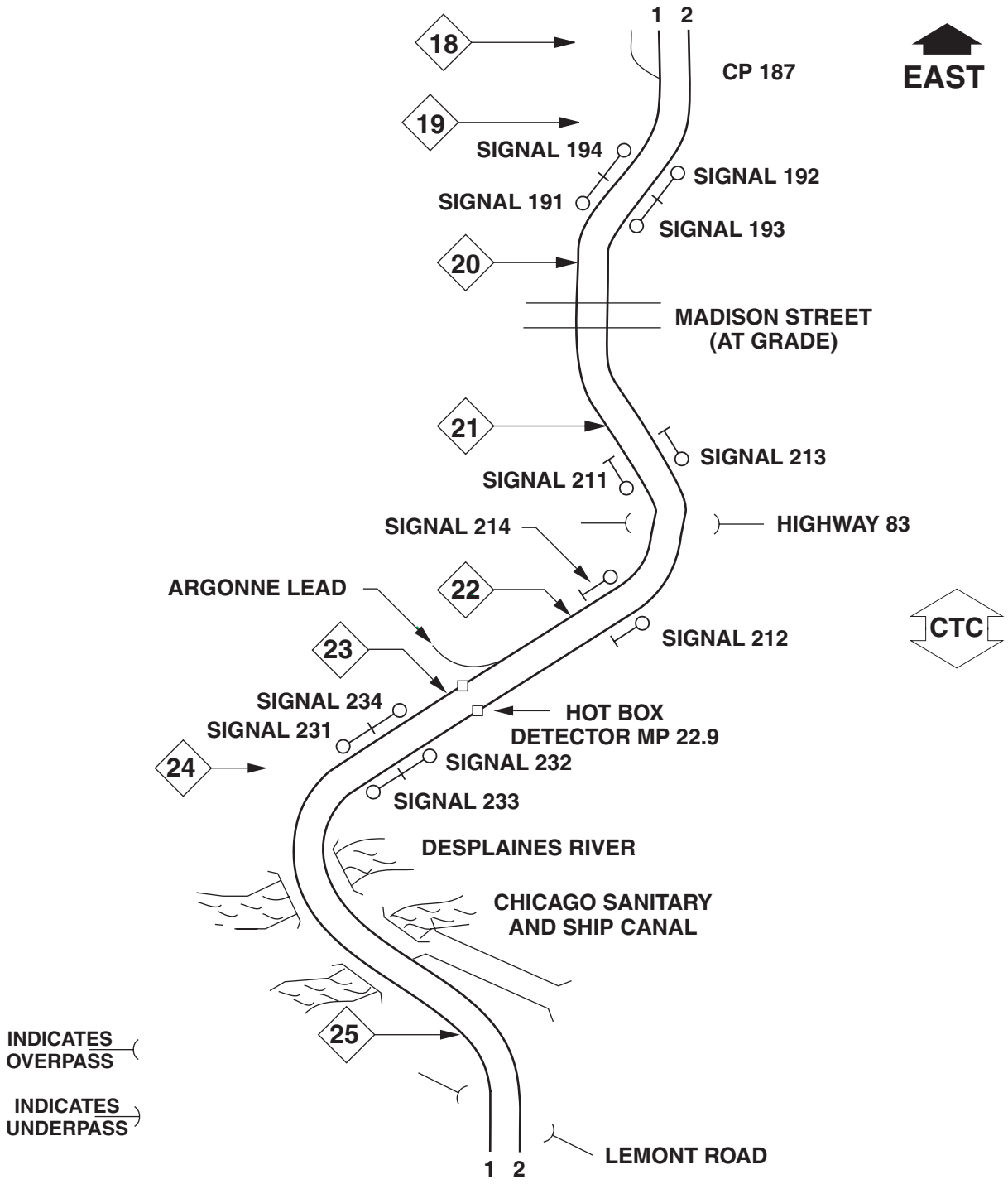
MAIN TRACK MP 16 - MP 26

	MPH
MP 12.9 - 23.9	55
MP 23.9 - 25.9	40

TURNOUTS AND SWITCHES

Turnout CP 187.....40



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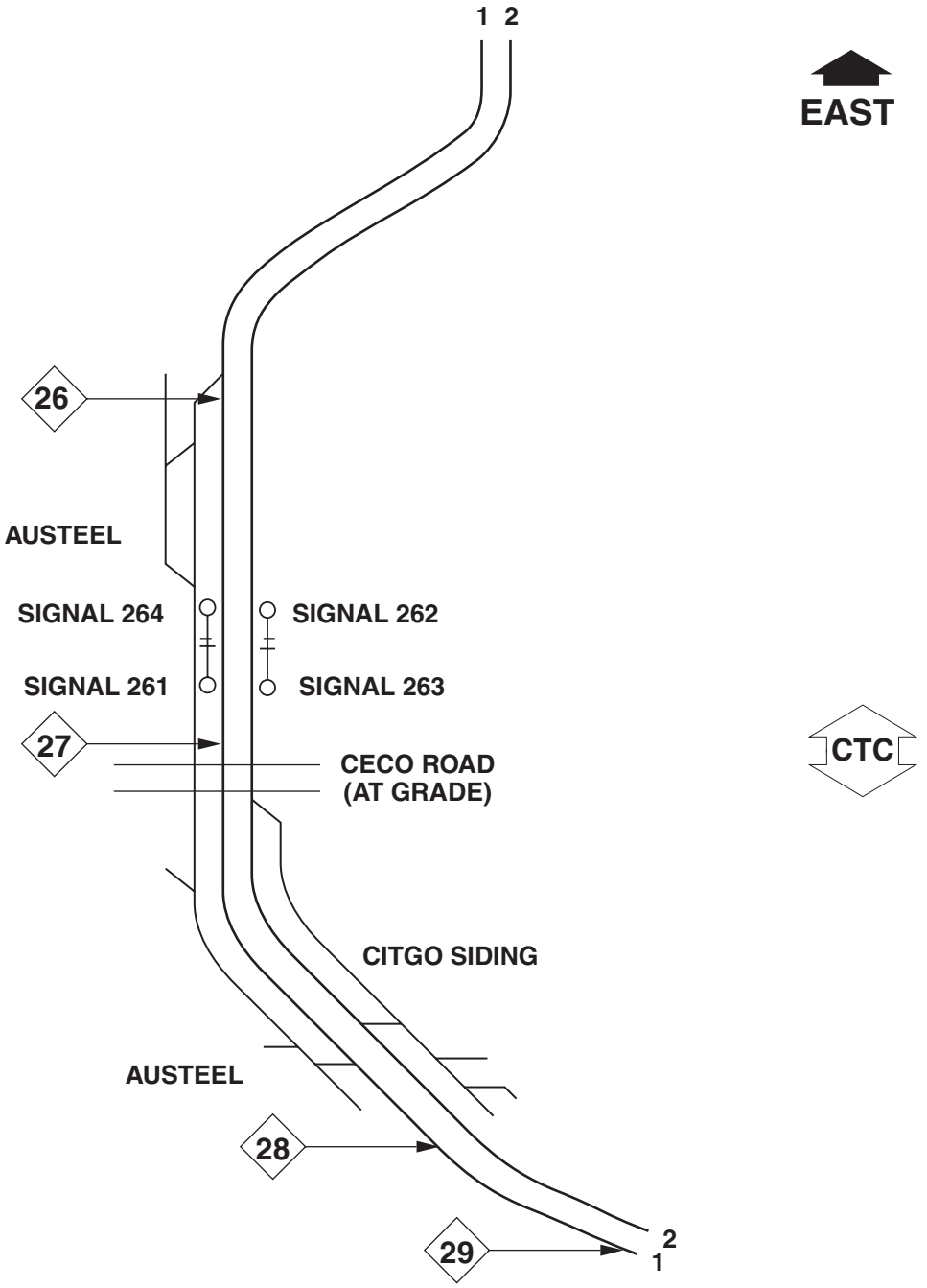
MAIN TRACK MP 25 MP 29

	MPH
MP 25.9 – 36.1	55



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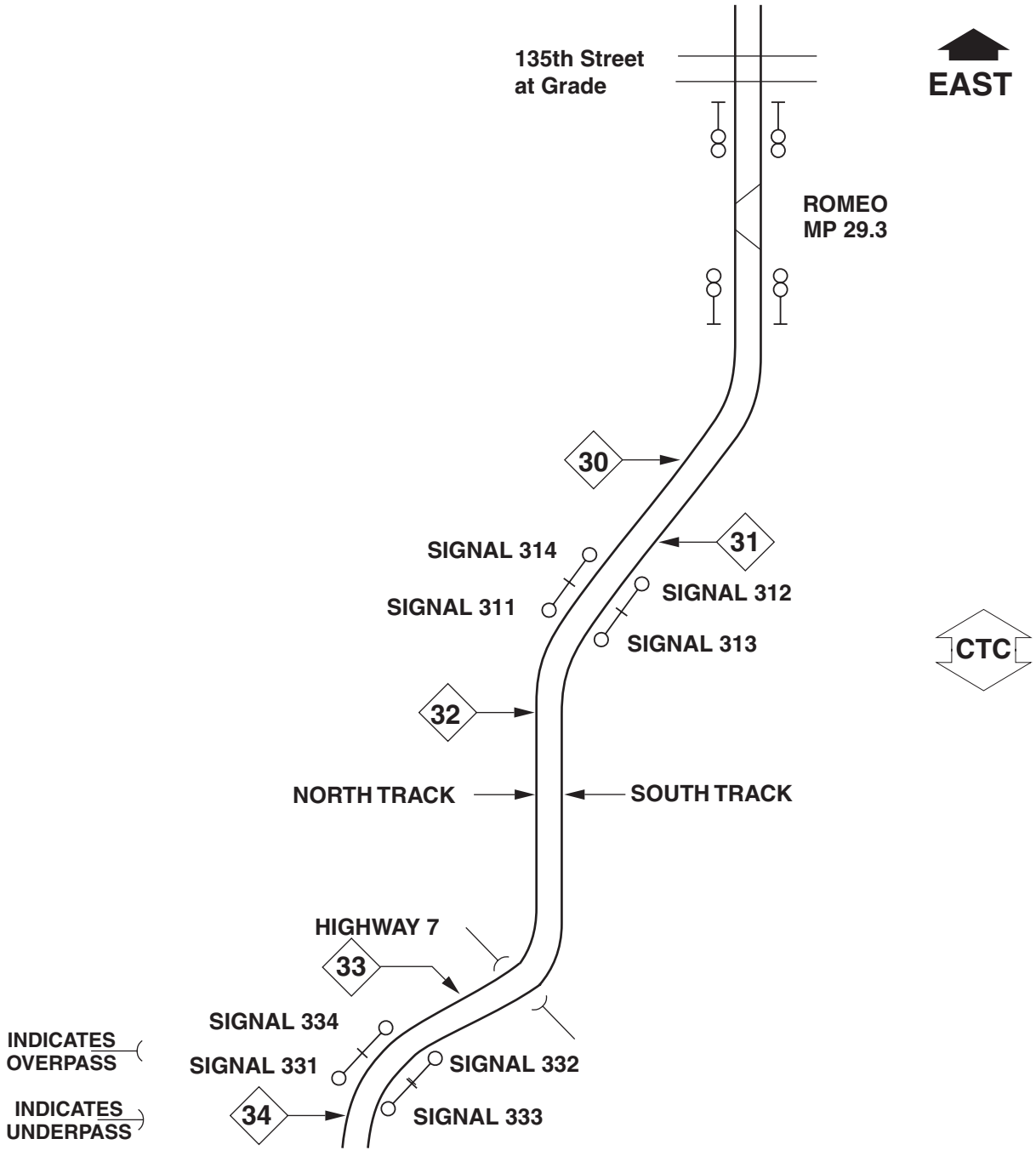
MAIN TRACK MP 29 - MP 35

	MPH
MP 25.9 - 36.1	55

TURNOUTS AND SWITCHES

ROMEO CROSSOVERS	40



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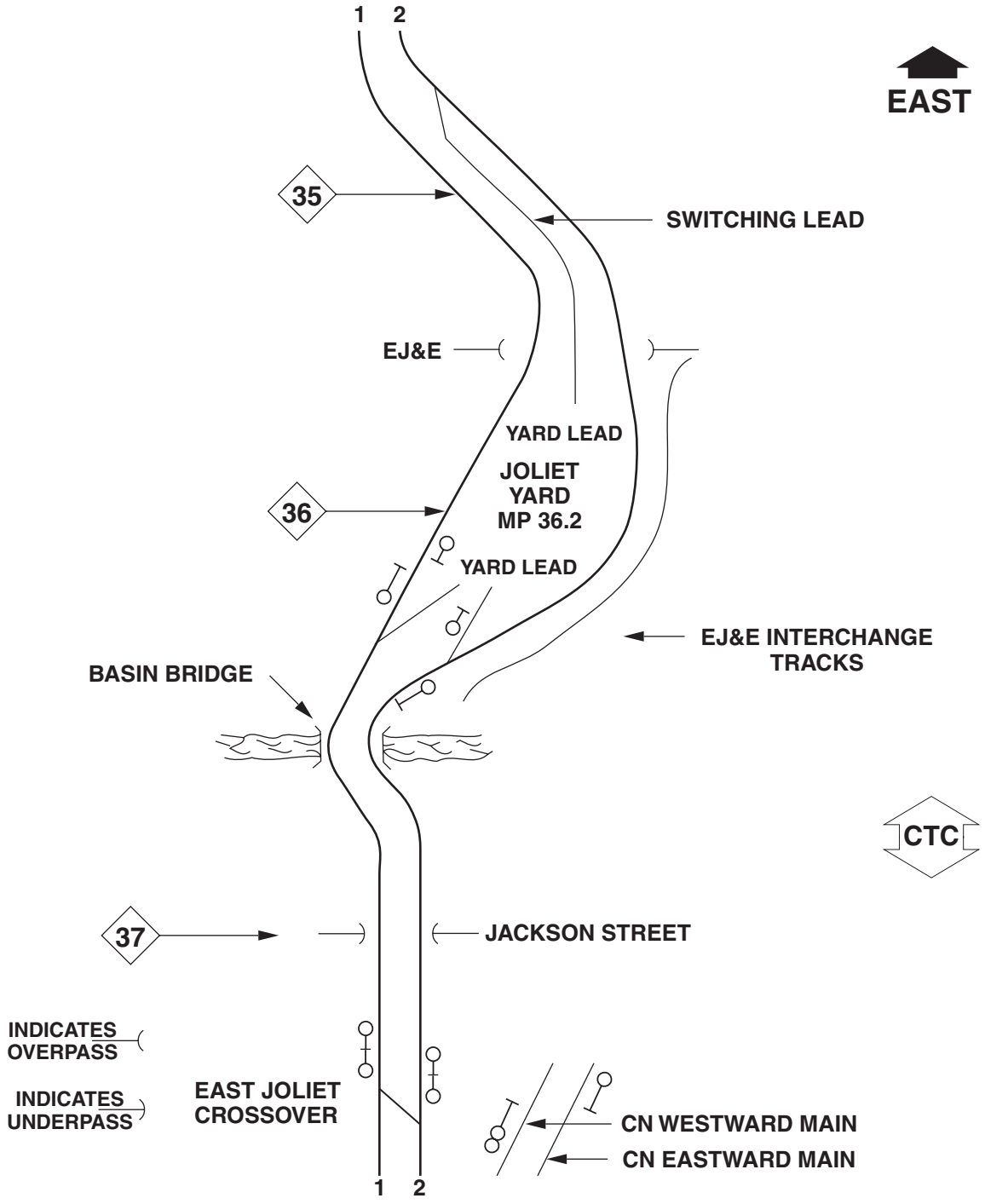
MAIN TRACK MP 35 - MP 37 MPH

Main 1 MP 25.9 - 36.1.....55
Main 1 MP 36.1 - 36.6.....40
Main 2 MP 25.9 - 36.3.....55
Main 2 MP 36.3 - 36.6.....40
Main 1 and 2 MP 36.6 - 37.5.....25

TURNOUTS AND SWITCHES
Joliet Yard:
Dual Control EB Head In Switch..... 30
Joliet Yard:
Dual Control crossovers
MP 37.2 to 37.9.....15



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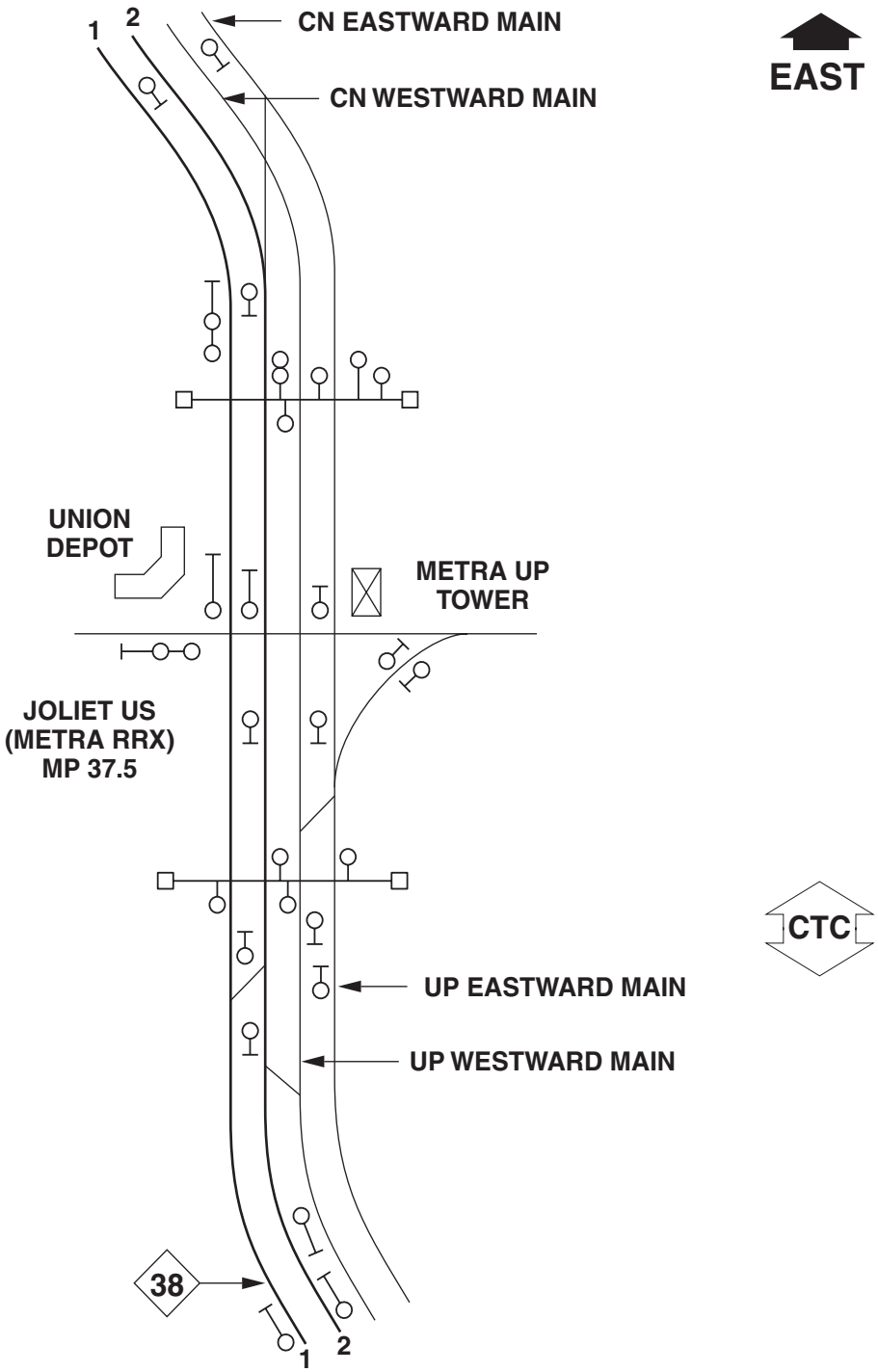
MAIN TRACK MP 37 - MP 38 MPH
MP 37.5 - 37.8.....55
MP 37.8 - 37.9.....45

TURNOUTS AND SWITCHES
Joliet US:
Crossover MP 37.2 to 37.9.....15



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LOGISTICS PARK ELWOOD:

1. Before entering Logistics Park of Chicago (LPC) yard, prior to arriving at the CP Arsenal Signal, contact should be made with the RCO Herder on Channel 59, as to their instruction of train movements within Logistic Park Yard.

2. BNSF Main 2 to the Leg A to CP Arsenal to the Industrial Park Lead. The Industrial Park Lead is a 2.2% grade up to the Baseline Road Crossing level across Baseline Road, and then 1.8% grade to the Industrial Park tracks. There is a Derail located immediately prior to the Industrial Park tracks, this derail is to lined only to pass over it, and must be immediately lined behind your movement. With the prevailing grade on the Industrial Park Lead, this derail must be lined to derail at all times, except for immediate use. This includes while switching Partners Warehouse. Hand brakes must be applied on every car left unattended. Air brakes must be used at all times, including flat switching.

3. Logistics Park Auto facility rail access gates located at the north end auto facility lead (4100 tracks) and the south end auto facility lead (4100 tracks) are to be closed and locked at all times, except for immediate use. Logistics Park Auto facility vehicle access gate located at the north end auto facility lead (4100 tracks) is to closed and locked at all times, except for immediate use.

Remote Control Operations

Signs located at MP 46.0 and MP 49.6 designates the Remote Control Area at Logistics Park (LPC). Logistics Park Chicago Remote Control Zones

4000 ZONE - begins at the 4000 RCZ Gate Stop Sign/Derail located at the distant signal on Loop 1 through and including all of Loop 1 (tracks 4010, 4011, and 4012) to the 4800/43XO switch on Loop 1.

4100 ZONE - begins at the 4100 RCZ Gate Stop Sign/Derail located at the 4100/Loop 2 switch through and including the south auto lead (track 4121) and all of tracks 4111, 4101, 4112, 4102, 4113, and 4103 to the gate at the north end of the auto facility on each track.

4200 ZONE - begins at the 4200 RCZ Gate Stop Sign/Derail located at the Loop 1/Loop 2 switch on Loop 2 through and including all of Loop 2 (tracks 4021 and 4022) and 4200 Crossover, to the 4201 switch at the south end of yard.

4300 ZONE - begins at the 4300 RCZ Gate Stop Sign/Derail located at CP Arsenal overhead signal mast on lead 1 through and including Lead 1 through the power crossover switch to Lead 2 to the 4200/4300 crossover switch.

Before the Remote Control Zones can be fouled or occupied the RCO Herder must be contacted to determine if Remote Control Zone has been activated.

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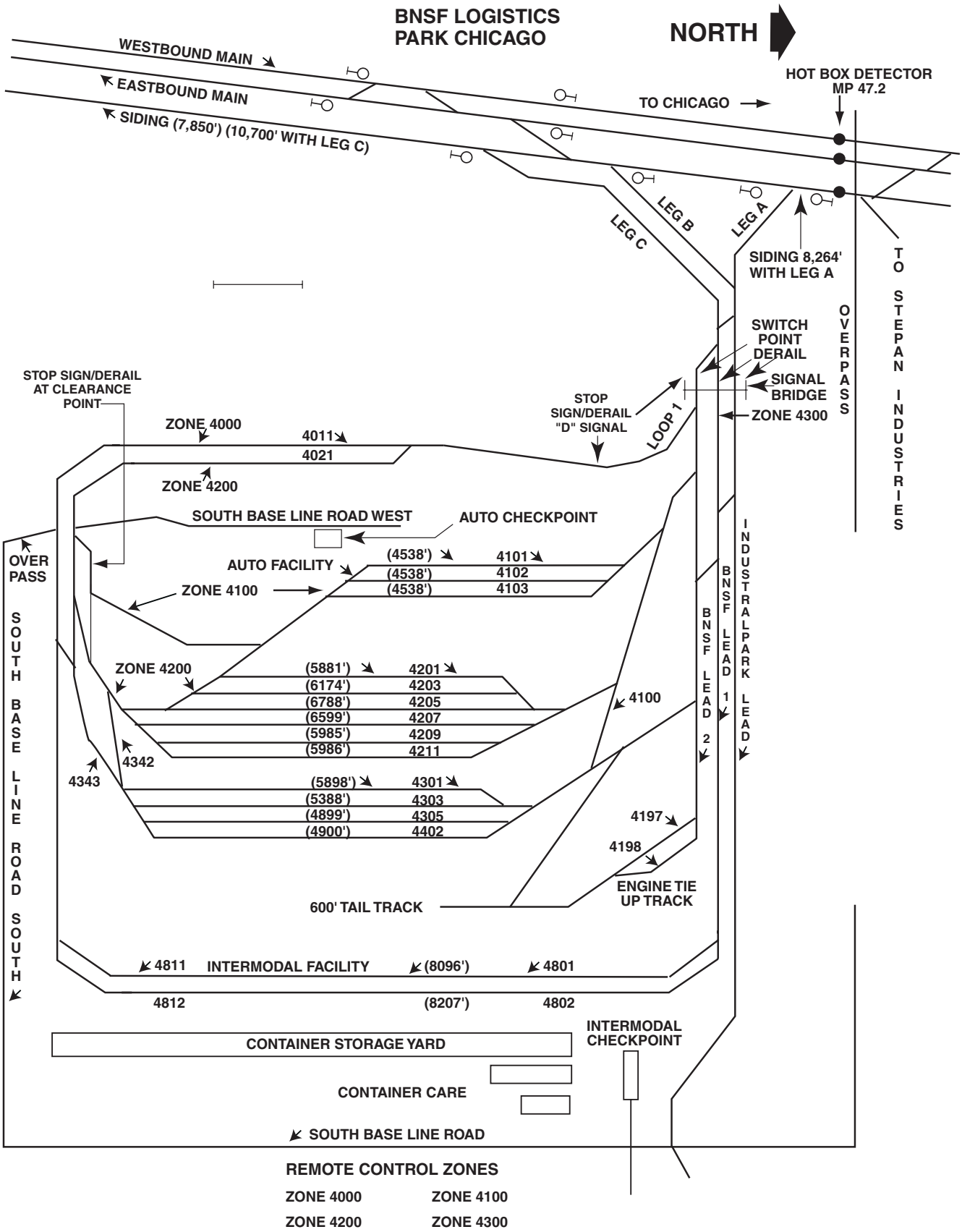
BNSF LOGISTICS
PARK CHICAGO
NORTH
WESTBOUND MAIN
EASTBOUND MAIN
SIDING (7,850') (10,700' WITH LEG C)
TO CHICAGO
HOT BOX DETECTOR
MP 47.2
LEG C
LEG B
LEG A
SIDING 8,264'
WITH LEG A
TO STEPAN INDUSTRIES
OVERPASS
SWITCH
POINT
DERAIL
SIGNAL
BRIDGE
ZONE 4300
STOP SIGN/DERAIL
AT CLEARANCE
POINT
STOP
SIGN/DERAIL
"D" SIGNAL
LOOP 1
ZONE 4000
4011
4021
ZONE 4200
SOUTH BASE LINE ROAD WEST
AUTO CHECKPOINT
OVER
PASS
AUTO FACILITY
(4538')
4101
(4538')
4102
(4538')
4103
ZONE 4100
SOUTH BASE LINE ROAD SOUTH
ZONE 4200
(5881')
4201
(6174')
4203
(6788')
4205
(6599')
4207
(5985')
4209
(5986')
4211
4100
4342
4343
(5898')
4301
(5388')
4303
(4899')
4305
(4900')
4402
BNSF LEAD 2
BNSF LEAD 1
INDUSTRIALPARK LEAD
4197
4198
ENGINE TIE
UP TRACK
600' TAIL TRACK
4811
INTERMODAL FACILITY
(8096')
4801
4812
(8207')
4802
INTERMODAL
CHECKPOINT
CONTAINER STORAGE YARD
CONTAINER CARE
SOUTH BASE LINE ROAD
REMOTE CONTROL ZONES
ZONE 4000
ZONE 4100
ZONE 4200
ZONE 4300

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NOTES

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CN
The Rules Listed Apply to Operating in the Chicago Area

OPERATING RULES
RADIO RULES
200. Required Equipment
Each occupied locomotive on any train must be equipped with an operative radio. In addition, trains must have a second means of communication capable of reaching the Rail Traffic Controller or control operator, which may include:

- An operative radio in another locomotive in the consist.
- Portable radio equipped with a touch pad, or
- Other wireless communication device.

406. FUSEE.

If a train approaches an unattended fusee burning on or near its track, the train must immediately be brought to a stop consistent with good train handling.

Stop before passing the fusee when operating in accordance with Rule 518 (Movement at Restricted Speed) or Rule 520 (Movement on other than Main Track).

After stopping, the train must proceed at restricted speed until the head end is 1 mile beyond the fusee.

If an unattended fusee is beyond the first rail of an adjacent track, the fusee does not apply to the track on which the train is moving.
Fusees must not be used wastefully and in any case not placed where they may cause fires.

502. REVERSE MOVEMENTS.

Make reverse movements on the main track or controlled siding at restricted speed and only within the limits the train has authority.

Obtain permission from the Rail Traffic Controller, control operator or yardmaster before making a reverse movement unless the movement is within the same block when:

- A crew member is riding on the leading end of the movement or,
- Another employee is located a sufficient distance in advance of the movement.

When a train or engine is advised that working limits have been established behind it, it must obtain permission from the employee in charge to make any reverse movements, including within the same block.

When an engine consists of three or more units (without cars), and is required to make a reverse movement, a crew member must be on the leading unit in the direction of movement to provide:

- Necessary signals for the movement
- Warning to persons on or near the track.

503. BACK UP MOVEMENTS.

A train may back up on a main track or any track where CTC is in effect under the following conditions:

1. Train crew must obtain permission from the RTC, or control operator stating direction and distance.
2. RTC or control operator will give permission after verifying that no other authority or Rule 1102 (Planned Work) is in effect behind the train, unless the movement is protected.
3. Movement must not extend beyond where the train is authorized, i.e. outside of Track Warrant limits in TWC Territory or beyond an absolute signal.
4. Movement must not enter or foul a public or private crossing except as provided by Rule 526 (Public Crossings).
5. Movement will not be made into or within non-controlled yard limits, automatic interlocking limits, drawbridges, or non-signaled railroad crossings at grade.

When movement is made under these conditions, restricted speed does not apply. Permission from the RTC is not required when authorized by a "Work Between" track warrant that is not joint.

510. YARD LIMITS.

Yard Limits are in effect on main tracks only, are designated by Yard Limit signs, and are listed in the timetable. They may be controlled or non-controlled.

In non-controlled Yard Limits, trains are authorized to use the main track.

All trains and engines entering or moving within Yard Limits must move at restricted speed unless operating under a block signal indication that is more favorable than Approach.
Upon observing or having advance knowledge that a block signal may require restricted speed due to yard limits, when entering or within yard limits, the movement must be at restricted speed at that block signal, or as soon as possible thereafter, consistent with good train handling.

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512. MOVEMENT IN DESIGNATED TERRITORY

A. On tracks designated in the timetable, trains will operate with the current of traffic if the Rail Traffic Controller gives verbal authority or a controlled signal indicates proceed. Except for movements covered by Rule 502 Reverse Movements and Rule 503 Back-up Movements, trains moving against the current of traffic or to "Work Between" two points must be authorized by track warrant. Roadway Workers must be authorized by Planned Work or track warrant.

B. On tracks designated in the timetable, trains will operate by block signal indication for both following and opposing movements on the same track, if the Rail Traffic Controller gives verbal authority or a controlled signal indicates proceed. Roadway Workers must be authorized by Planned Work or Track & Time. Conflicting movements must not be authorized until a thorough understanding has been made between the conflicting movements and the RTC. Instructions issued by the RTC must be repeated by those receiving them, and confirmed with "that is correct" before movements are made.

518. MOVEMENT AT RESTRICTED SPEED.

When a train or engine is required to move at restricted speed, it must proceed prepared to stop within one-half the range of vision short of:

- Train
- Engine
- Railroad car
- Roadway workers or equipment fouling the track
- Stop signal, or
- Derail or switch lined improperly

The crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required or have reached the end of signaled territory.

520. MOVEMENT ON OTHER THAN MAIN TRACK.

Except when moving on a main track or on a track where a block signal system is in effect, trains, engines, and on-track equipment must move at a speed that allows them to stop within one half the range of vision short of:

- Train
- Engine
- Railroad car
- Roadway workers or equipment fouling the track
- Stop signal, or
- Derail or switch lined improperly.

Trains, engines and on-track equipment within working limits established by means of inaccessible track shall move only under the direction of the EIC.

525. RECEIVING OR DISCHARGING PASSENGERS.

A train or engine must proceed with extreme care when moving alongside a passenger train receiving or discharging passengers. Before allowing passengers to entrain or detrain, crews of passenger trains must ascertain the location of other trains that could pass either side of their train while stopped unless tracks are separated by a physical barrier.

529. ACTIVATION FAILURE/FALSE ACTIVATION.

Employees must observe all automatic crossing warning devices and report any that are malfunctioning to the Rail Traffic Controller or proper authority by the first available means of communication.

A. ACTIVATION FAILURE. When notified of an activation failure:

- Stop before entering crossing
- Proceed only on signal from employee at the crossing

If there is one properly equipped flagman available, proceed into crossing not exceeding 15 MPH until the leading end of the train completely occupies the crossing. Then proceed at normal speed. If there are enough properly equipped flagmen to provide warning for each direction of highway traffic, or at least one uniformed law enforcement officer (railroad or police) at the crossing, movement may proceed at normal speed through the crossing.

B. FALSE ACTIVATION. When notified of a false activation:

- Proceed into the crossing at 15 MPH until the leading end of the train completely occupies the crossing. Then proceed at normal speed.
- If shoving, crossing must not be occupied until visible warning has been provided to motorists by a crew member on the ground at the crossing.

If there is a properly equipped flagman available to provide warning for each direction of highway traffic or at least one uniformed law enforcement officer (railroad or police), movement may proceed through the crossing at normal speed.

In either case of Activation Failure or False Activation, whistle signals 410(7) must be sounded regardless of any Locomotive Whistle Quiet Zone

When advised by the Rail Traffic Controller or signal employee at the crossing that the malfunction has been repaired, these instructions will no longer apply.

712. WHEN INSTRUCTED TO OPERATE DUAL CONTROL SWITCHES BY HAND.

If the control operator cannot line the dual control switch to the desired position, or the control

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machine does not indicate that the switch is lined and locked, the control operator must authorize movement past the Stop indication and instruct the employee to operate the switch by hand. Movement may then proceed to that switch.

Before passing over the switch, the train must stop and, the employee must operate the switch by hand as outlined in Rule 713 (Hand Operation of Dual Control Switches).

When necessary for a locomotive engineer to hand operate a dual control switch without the assistance from another crew member, after hand operating the switch, it may be returned to power, provided all wheels of at least one unit of the locomotive consist are standing entirely between the opposing absolute signals that govern movement over that switch. If the switch does not operate after being returned to power, movement may then proceed over the switch.

713. HAND OPERATION OF DUAL CONTROL SWITCHES.

An employee must get permission from the control operator to operate a dual control switch by hand.

Operate the switch as follows:

- Unlock the switch lock.
- Place the selector lever in the HAND position or remove the hand crank from the holder.
- Operate the hand throw lever until the switch points move with the movement of the hand throw lever, and then line the switch points for the route to be used.
- After all wheels of at least one unit or car have passed over the switch points, return the switch to power (unless otherwise instructed by the control operator) by restoring the selector lever to the POWER or MOTOR position and lock.

When the selector lever is in the HAND position, signals governing movements over the switch will display Stop indication, and the movements will then be governed by signals from the employee handling the switch. Notify the engineer when the switch is in hand operation and when it has been restored to power operation.

855. TRAIN DELAYED WITHIN A BLOCK.

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 7 MPH the train must:

In ABS proceed at restricted speed until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear. Passenger trains making regular station stops will proceed prepared to stop in one half the range of vision until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.

In CTC proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

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857. STOP INDICATIONS AT CONTROL POINTS.

At a signal displaying Stop, if no conflicting movement is evident, the train will be governed as follows:

• A crew member must immediately contact the control operator, unless the train has received Track & Time including the instruction Switch Yes, on the track governed by that signal.

• Before authorizing the train to proceed, the control operator must know the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement, or the end of the signal system where applicable.

• When the train receives these instruction, "After stopping, (train) at (location) has authority to pass signal displaying Stop indication," specifying route where applicable, the train must move at restricted speed.

EXCEPTION 1 – Opposing Movement:
The control operator must instruct the engineer of an opposing movement to operate at restricted speed. Upon being advised by the engineer of the opposing movement that the train is operating at restricted speed, the control operator may then authorize the train at the Stop indication to proceed into the same limits, advising both crews of movements to be made. The opposing movement must move at restricted speed until notified by the control operator that the other train is no longer in the same limits, and its leading wheels have passed the next governing signal.

EXCEPTION 2 – Conflicting Movement:
At a railroad crossing at grade, when a movement has stopped, but is clear of the conflicting route, the control operator may authorize another train to proceed, advising both crews of movement to be made. The stopped movement may make no movement until authorized by the control operator.

EXCEPTION 3 – Closed Station:

1. When a manual interlocking station is closed, movement at restricted speed may be made after:
   All switches have been lined for the route to be used.
2. The train has occupied the track within interlocking limits, clear of any conflicting route, for 10 minutes.

860. PASSING APPROACH TO AUTOMATIC INTERLOCKING.

A train must proceed prepared to stop at the interlocking signal when it has been delayed after passing an indication more favorable than Approach at a signal that governs the approach to an automatic interlocking.

The train must continue to move prepared to stop at the interlocking signal until reaching a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

CENTRALIZED TRAFFIC CONTROL (CTC)

900. AUTHORITY TO ENTER CTC LIMITS.

A train must not enter or occupy any track where CTC is in effect unless:

• A controlled signal displays a proceed indication, **or**

• Verbal authority is granted as follows:

• The control operator authorizes movement past a Stop signal under Rule 857 (Stop indications at Control Points).

• The control operator authorizes the train to enter tracks between block signals by stating: "(Train) at (location) has authority to enter (track) and proceed (direction.)" After entering the track, the train is authorized to move only in the direction specified, **or**

• The control operator grants Track & Time under Rule 1002 (Track & Time)

Signal governing movement over a hand operated switch:

If a signal governs movement over a hand operated switch that is not electrically locked, the control operator must authorize the train to enter the main track or controlled siding before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, train may proceed at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train, or when the hand operated switch is kept open, the movement may, after stopping, pass an absolute signal displaying Stop indication without contacting the control operator and will then be governed by Rule 855 (Train Delayed within a Block).

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MANDATORY DIRECTIVES

1000. MANDATORY DIRECTIVES.

Mandatory directives are:

- Track & Time
- Track Warrant (TWC)
- Main Track Permission (MTP)
- Work Authority
- General Bulletin Order
- Radio Speed Restriction

Both conductor and engineer must have a copy of all mandatory directives issued for their train.

1001. ISSUING AND COPYING MANDATORY DIRECTIVES.

When transmitted by radio or other means of communication, Rail Traffic Controller or control operator must issue mandatory directives according to applicable operating rules and the following:

- State that a mandatory directive will be transmitted.
- Receiving employee will state when ready to copy. An employee operating the controls of moving equipment, either on-track or off-track, may not copy a mandatory directive. In addition, mandatory directives must not be transmitted to moving equipment if the issuing or receiving employee feels that it could adversely affect the safe operation.
- Issuing employee must write on the appropriate form and/or enter into the computer as they are being issued, not written ahead of time.
- The receiving employee must copy it in writing as transmitted.
- When transmitting and repeating numbers, they must first be pronounced, then stated by individual digit.
- After the mandatory directive has been received and copied, the employee must repeat all applicable portions. After verifying the accuracy of the repeat, the issuing employee will say, “OK” and give the time and initials. The employee copying will acknowledge by repeating the time and initials of the issuing employee.
- Mandatory directive is not in effect until the “OK” time and initials are shown on it.

1002. TRACK & TIME.

The control operator may authorize a train, roadway worker, or on-track equipment to occupy a track or tracks within specified limits in CTC for a certain time period. Authority must include track designation, track limits, and either a time limit or the words “until released.” Movement may be made in either direction within the specified limits, until the Track & Time is verbally released.

When Track & Time includes the instruction Switch Yes (SW-Y), the trackage between the opposing absolute signals of the control point is included.

When Track & Time includes the instructions Switch No (SW-N), authority does not include the trackage between the opposing absolute signals of the control point.

Trains may enter limits without further authority at a location that includes the instruction Switch Yes (SW-Y). Movement must be made at Restricted Speed until leading wheels have passed the next signal.

Trains must obtain verbal authority from the control operator to enter the limits at a location that includes the instruction Switch No (SW-N).

Except at railroad crossings at grade, trains granted Track & Time may, after stopping, pass a Stop indication without further authority while within the limits. Movements must be made at Restricted Speed until leading wheels have passed the next signal.

When entering Track & Time at a control point, Roadway Workers must obtain Foul Time in that Control Point or the Track & Time must include the instruction Switch Yes (SW-Y).

Track & Time does not authorize occupancy of the main track within automatic interlockings.

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1004. JOINT MANDATORY DIRECTIVES

Trains joint with Trains:

When given the same or overlapping limits with other trains, all movements must be made at Restricted Speed unless operating under a block signal indication that is more favorable than APPROACH.

Trains joint with Roadway Workers:

When given the same or overlapping limits with roadway workers, trains must not enter the limits without the authority of the employee in charge. All movements must be made at restricted speed, unless otherwise specified by the employee in charge.

Except in TWC, before changing authority to a moving train by adding “Joint with” a roadway worker, the control operator must inform the employee in charge of the train’s location and movement being made. The train may continue to move unless otherwise instructed by the employee in charge.

Roadway Workers joint with Roadway Workers:

When given the same or overlapping limits with other roadway workers, all movement must be made under the direction of the employee in charge.

All instructions from the employee in charge, must be repeated, and confirmed with “that is correct”.

The Rail Traffic Controller or control operator will designate the foreman of the first work group as the employee in charge. Before releasing authorities, the employee in charge must conduct a job briefing with any remaining work groups to establish a new employee in charge. When authority is released, the name of the new employee in charge must also be given to the Rail Traffic Controller or control operator.

TRACK FLAGS AND TRACK CONDITIONS

1100. DISPLAY OF YELLOW-RED FLAGS.

Yellow-red flags warn a train to be prepared to stop because of Planned Work Limits.

When it is impossible to place a yellow-red flag 2 miles from the limits, the location of the flag must be shown on a General Bulletin Order.

Yellow-red flags may be displayed from one hour before the Planned Work takes effect until one hour

after it expires. This does not extend the time limits beyond those listed in the Planned Work. During the hour before and the hour after the Planned Work is in effect, trains may accept the verbal instructions of the EIC. However, when a yellow-red flag is encountered without a corresponding GBO item the train must proceed prepared to stop 2 miles beyond the yellow-red flag. If a red flag is displayed, be governed by Rule 1101 (Display of Red Flag). If there is no red flag, the train may proceed at Restricted Speed until the Rail Traffic Controller confirms that no Planned Work is in effect at that location

1101. DISPLAY OF RED FLAG.

Trains must stop short of a red flag and not proceed unless the employee in charge gives verbal permission, including the location of the flag. If permission is received before the train stops, the train may pass the red flag without stopping. EIC must display a red flag at the beginning of the Planned Work limits.

When a red flag is displayed between the rails of a track, do not proceed until an employee of the class that placed it has removed the flag. If the red flag is displayed beyond the first rail of an adjacent track, it does not apply to the track on which the train is moving.

When a red flag is encountered without a corresponding GBO item, the train must stop consistent with good train handling. Contact the Rail Traffic Controller, and be governed by the RTC’s instructions.

1102. PLANNED WORK.

Planned Work is the preferred method of track protection for scheduled maintenance. It will be prearranged for work on controlled track, issued on a GBO, confirmed by the EIC with the RTC, and identified by Yellow-red and red flags. All tracks within the limits where the Planned Work is effective must be identified on the GBO.
No movement may be made into or within Planned Work limits without the permission of the employee in charge.

Before arriving at the limits, a crew member must attempt to contact the EIC to avoid delay, and to report the train's location and the track being used. A train within the limits at the time Planned Work takes effect must not make further movement unless instructed by the EIC.

All instructions from the EIC must be repeated and confirmed with "that is correct," and all movements must be at restricted speed unless given another speed by the EIC. These instructions do not supersede other restrictions held by the train crew. Only the RTC or control operator may relay the EIC's instructions.

EIC must leave Planned Work limits
If the EIC must leave Planned Work limits before expiration of time, a new EIC will be designated. The new EIC will communicate the change to the RTC, and to train crew members when giving instructions.

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1104. GENERAL BULLETIN ORDER (GBO).

The GBO will be issued under the direction of the Rail Traffic Controller. It will contain information on all conditions that affect the safe movement of train and engines, including temporary speed restrictions, planned work by roadway workers, tracks removed from service, and when tracks which are normally clear, are blocked with equipment. They may be issued individually or included in a DOB/TGBO.

When GBO protects track removed from service, trains must not use the track unless the GBO states the name or title of an employee who may authorize use and this person directs all movements.

When a GBO is issued to modify a rule, regulation, or special instruction, it must remain in effect until the Operating Bulletin that contains the change is posted.

1105. TABULAR GENERAL BULLETIN ORDER.

Tabular General Bulletin Order will be addressed to a train identification, engine number, or name of crew member. Trains required to operate with a TGBO must not use a DOB unless authorized by the Rail Traffic Controller.

Check TGBO for:
- Correct address.
- Coverage over entire route that train will operate.
- Item numbers are consecutive.
- Total number of items received corresponds with the number of items listed.

Each individual item will receive a GBO number. When voiding an item the GBO number will be used.

If a TGBO is addressed to a train, it is only in effect to the crew while they are on that train. If the crew changes trains, the RTC must change the address or issue a new TGBO.

When directed by the Rail Traffic Controller, TGBO's may be retained for use on the next tour of duty.

1106. DAILY OPERATING BULLETIN (DOB).

Daily Operating Bulletin limits are designated in the timetable. DOB will take effect at 0200 daily, and will remain in effect for 24 hours unless extended by the RTC. Trains or engines remaining within these limits will operate with a DOB instead of Tabular General Bulletin Order. However, a train or engine may occupy any track within DOB limits if in possession of a TGBO that includes those DOB limits over which it will operate.

1107. WORK PROJECT PROTECTION.

Work Project Protection will be issued on a GBO by the RTC when an employee is providing warning for a work project that is in close proximity to railroad property. Limits may be issued on any track, and will be shown by exact mile posts, specific switches or station names.

Before arriving at the limits, a crew member must attempt to contact the employee by radio to avoid delay, and to report the train's location and the track being used. The employee issued Work Project Protection will determine if trains, engines, or cars are inside the limits when the protection takes effect. Unless otherwise provided, the employee must be contacted before passing the location indicated. All instructions from the employee must be repeated and confirmed with "that is correct." Instructions may only be relayed by the RTC, control operator, or when in yards by the yardmaster.
Work Project Protection may not overlap with Planned Work Limits.

CHICAGO TERMINAL DOB:

Joliet Sub between ..... MP 3.5 and MP 16
Chicago Sub between..... MP 1.5 and MP 33
Freeport Sub between ..... MP 2.1 and MP 16
South Bend Sub between ..... MP 36.1 and MP 43
Elsdon Sub between..... MP 8.7 and MP 36.1

Central Continental Time is in effect in the Chicago Terminal except on the Elsdon and South Bend Subdivisions, where Eastern Continental Time is used.

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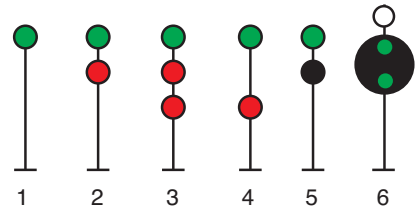
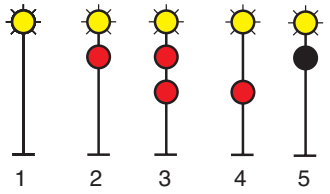
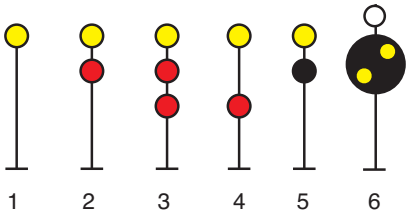
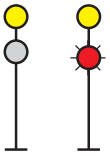
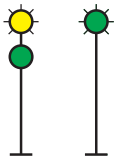
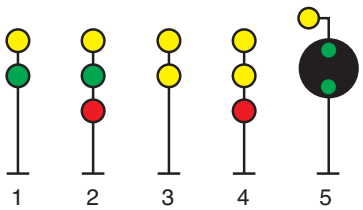
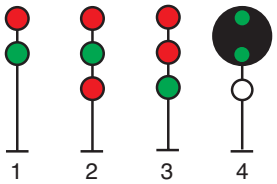
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
803		Clear	Proceed.
804		Advance Approach	Proceed prepared to stop at second signal.
805		Approach	Proceed prepared to stop at next signal.
806		Approach Restricting	Proceed prepared to pass next signal at restricted speed.
807		Advance Approach Diverging	Proceed prepared to enter diverging route at second signal at prescribed speed.
808		Approach Diverging	Proceed, prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.
809		Diverging Clear	Proceed on diverging route at prescribed speed.

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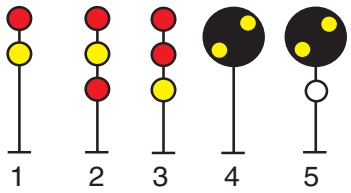
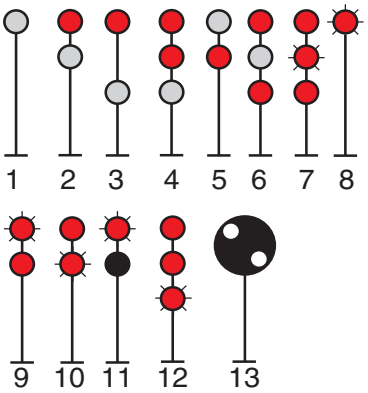
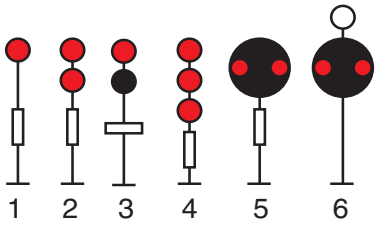
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
810		Diverging Clear Approach Diverging	Proceed on diverging route at prescribed speed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal
811		Diverging Advance Approach	Proceed on diverging route at prescribed speed prepared to stop at second signal.
812		Diverging Approach	Proceed on diverging route at prescribed speed prepared to stop at next signal.
813		Diverging Approach Restricting	Proceed on diverging route at prescribed speed prepared to pass next signal at restricted speed.
814		Restricting	Proceed at restricted speed. Note: Aspects 8 and 11 are not used on former Illinois Central Property.
815		Restricted Proceed	Proceed at restricted speed.

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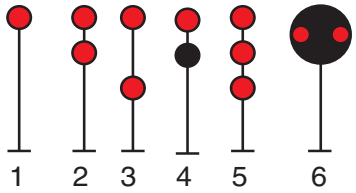
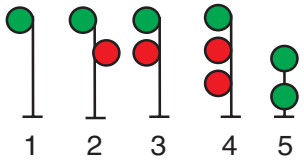
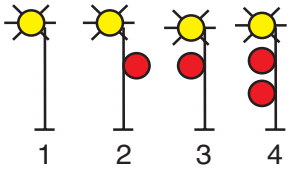
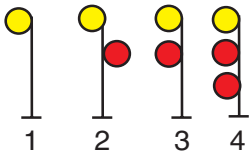
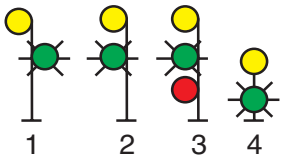
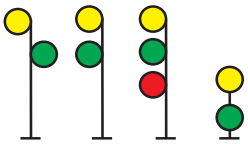
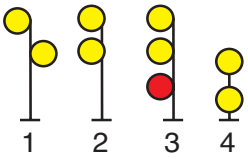
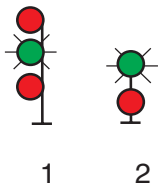
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
816		Stop	Stop.
817		Clear	Proceed.
818		Advance Approach	Proceed, prepared to stop at second signal.
819		Approach	Proceed prepared to stop at next signal.
820		Approach Limited	Proceed approaching next signal not exceeding 40 MPH.
821		Approach Medium	Proceed approaching next signal not exceeding 25 MPH.
822		Approach Slow	Proceed approaching next signal not exceeding 15 MPH.
823		Limited Clear	Proceed not exceeding 40 MPH through turnouts.

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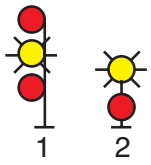
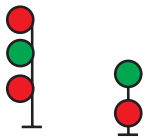
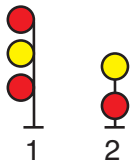
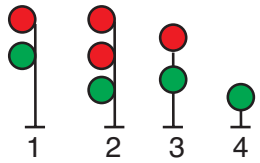
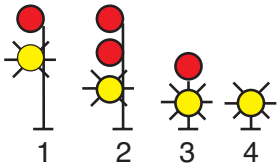
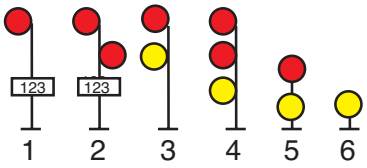
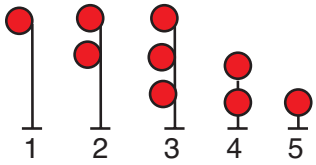
CN

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
825		Limited Approach	Proceed, not exceeding 40 MPH through turnouts; then proceed prepared to stop at next signal.
826		Medium Clear	Proceed not exceeding 25 MPH through turnouts.
828		Medium Approach	Proceed, not exceeding 25 MPH through turnouts; then proceed prepared to stop at next signal.
829		Slow Clear	Proceed, not exceeding 15 MPH within interlocking limits or through turnouts.
830		Slow Approach	Proceed, not exceeding 15 MPH through turnouts; then proceed prepared to stop at next signal.
831		Restricting	Proceed at restricted speed.
832		Stop	Stop.

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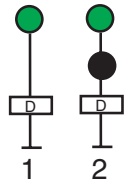
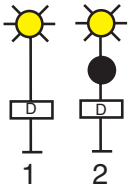
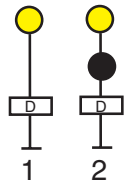
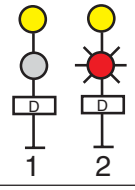
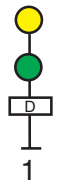
CN
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
845		Distance Signal Clear	Proceed.
846		Distance Signal Advance Approach	Proceed prepared to stop at second signal.
847		Distance Signal Approach	Proceed prepared to stop at next signal.
848		Distance Signal Approach Restricting	Proceed prepared to pass next signal at restricted speed.
849		Distance Signal Approach Diverging	Proceed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.

850 WHERE STOP MUST BE MADE.
At a signal displaying stop indication, the stop must be made before any part of train passes the signal. If a train overruns any block signal that requires it to stop. the crew must:

- Warn other trains at once by radio.
- Stop the train immediately;

  and

- Report it to the RTC.

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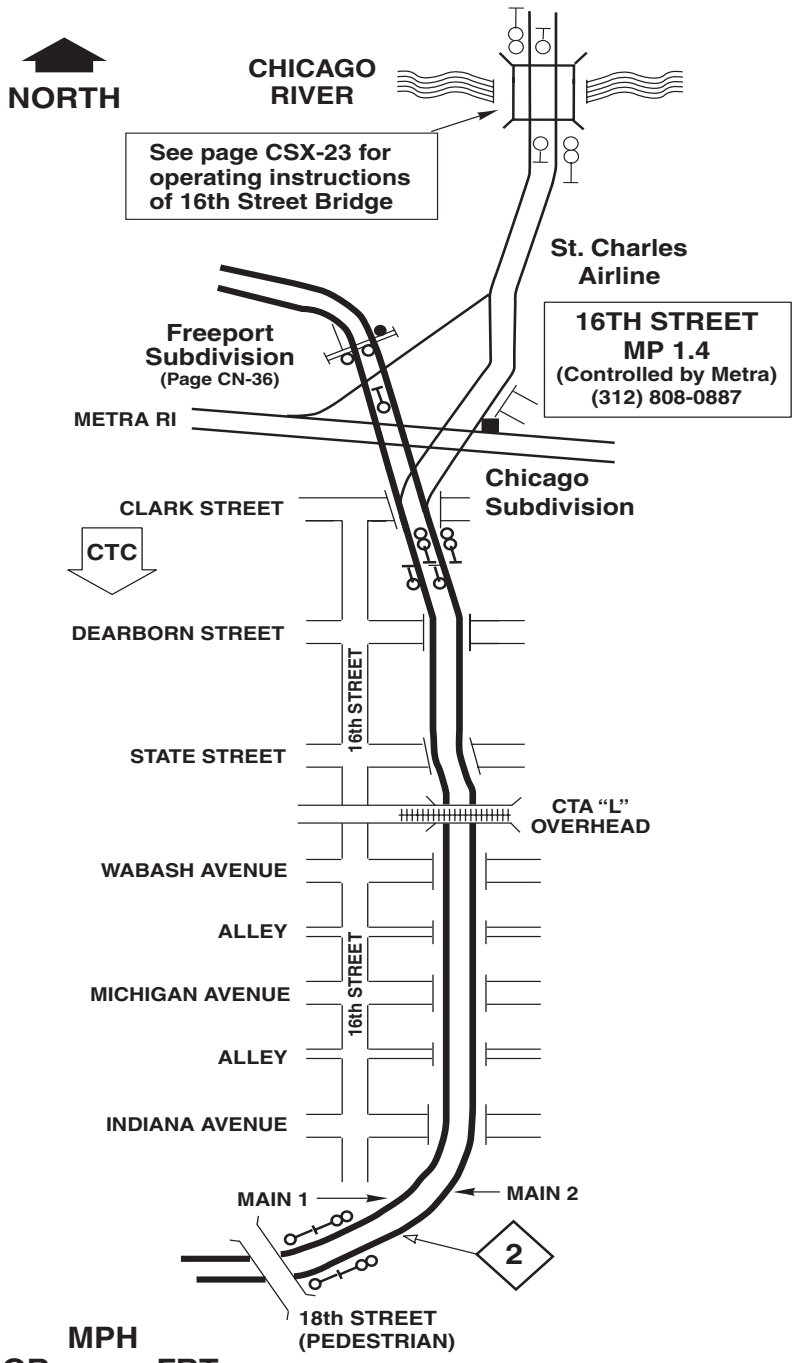

CHICAGO SUBDIVISION
MP 1.4 to MP 2.2
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH	
BETWEEN	PSGR	FRT
MP 1.4 and MP 2.2	10	10

Tracks other than Main Track 10 MPH

NOTE
Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars over 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).
Exception:
Cars in excess of 17 feet high may operate on Thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

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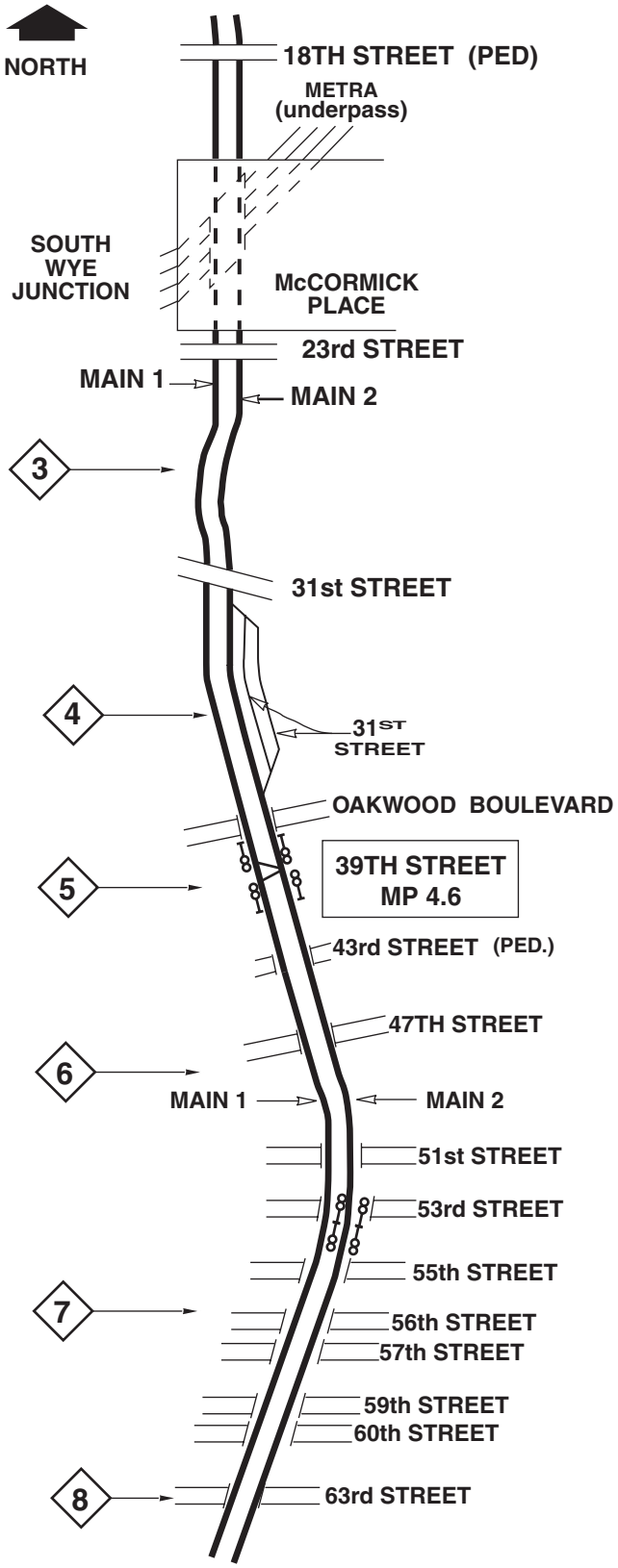
CHICAGO SUBDIVISION
MP 2.2 to MP 8
CTC in effect
Signal Rules 803-816 in effect



MAXIMUM SPEEDS

BETWEEN	MPH PSGR	FRT
MP 2.2 and MP 2.7	25	25
MP 2.7 and MP 4	65	50
MP 4 - Curve	60	40
MP 4 and MP 8	65	50

Tracks other than Main Track 10 MPH

NOTE
Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars over 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).
Exception:
Cars in excess of 17 feet high may operate on thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 2, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72). Then broadcast the same emergency message on Metra Road Channel (61 61).

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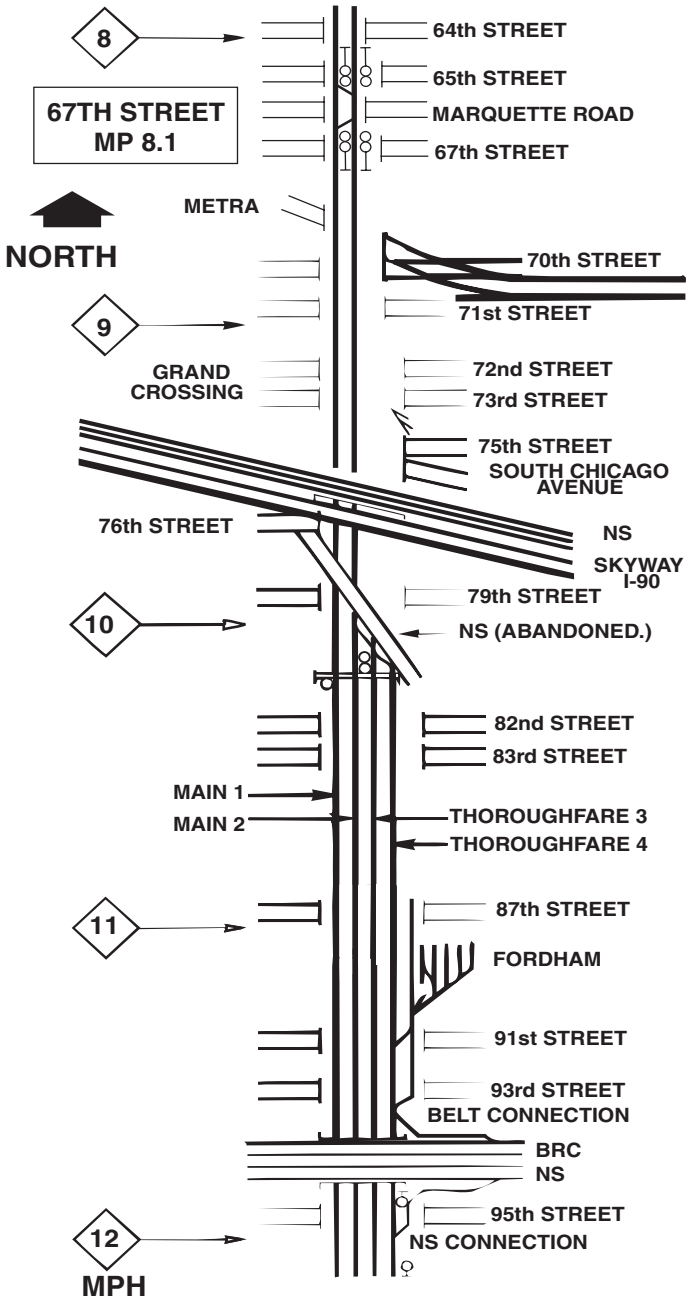

CHICAGO SUBDIVISION
MP 8 to MP 12
CTC in effect

Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	**MPH**	
BETWEEN	**PSGR**	**FRT**
MP 8 and MP 12 Mains 1 & 2	**65**	**50**

NOTE
Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars over 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).
Exception:
Cars in excess of 17 feet high may operate on Thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 2, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72).
Then broadcast the same emergency message on Metra Road Channel (61 61).

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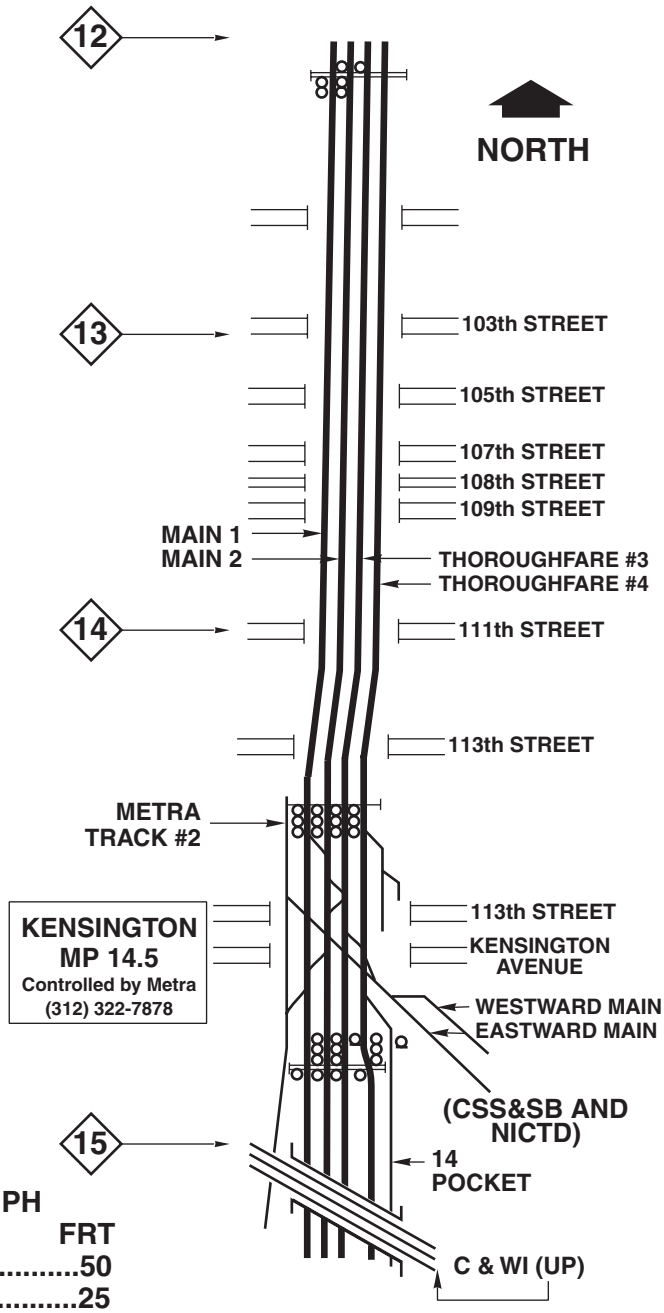

CHICAGO SUBDIVISION
MP 12 to MP 15
CTC in effect Mains 1 & 2 and Thoroughfare 3 & 4

Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH	
BETWEEN	PSGR	FRT
MP 12 and Kensington	65	50
Kensington Mains 1 & 2	25	25
Kensington and MP 15	65	50

Tracks other than Main Track 10 MPH

NOTE

Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars over 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).

Exception:

Cars in excess of 17 feet high may operate on thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 2, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72). Then broadcast the same emergency message on Metra Road Channel (61 61).

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CHICAGO SUBDIVISION
MP 15 to MP 19
CTC in effect MP 15 to MP 19 Mains 1 & 2
CTC in effect MP 15 to Wildwood, Thoroughfare 3 & 4
Signal Rules 803-816 are in effect

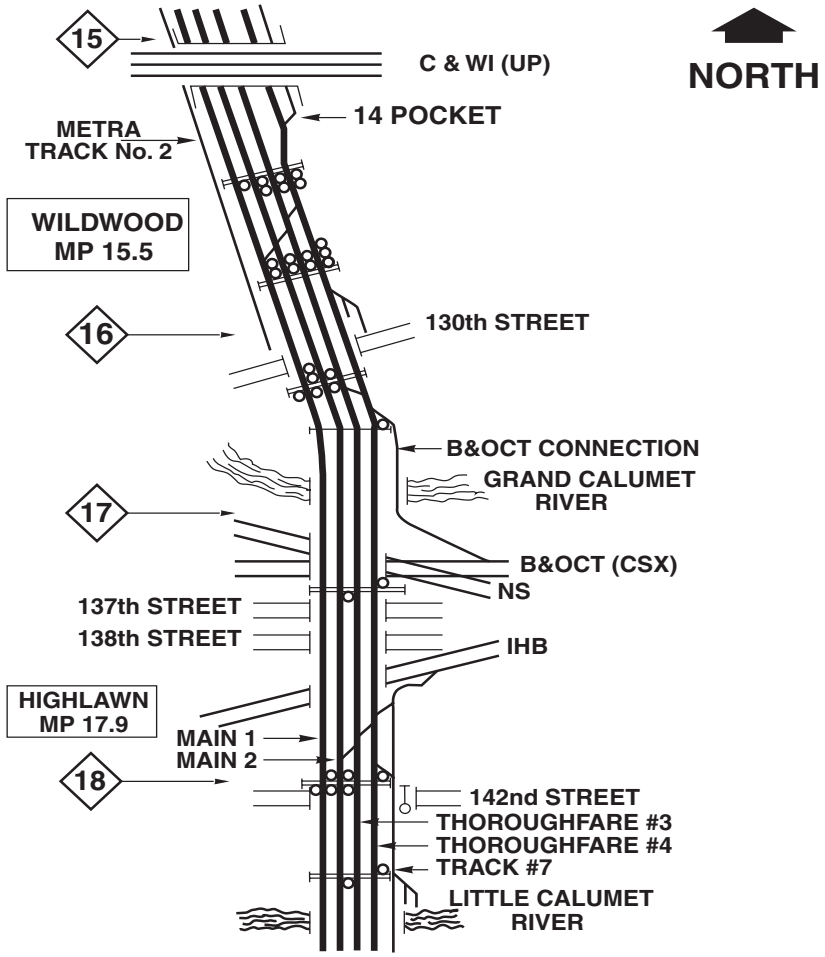
MAXIMUM SPEEDS	MPH	
BETWEEN	PSGR	FRT
MP 15 and MP 19	65	50
Through turnouts power switches at Wildwood	25	25

Tracks other than Main Track, 10 MPH

NOTE
Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars over 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).

Exception:
Cars in excess of 17 feet high may operate on Thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 2, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72). Then broadcast the same emergency message on Metra Road Channel (61 61).



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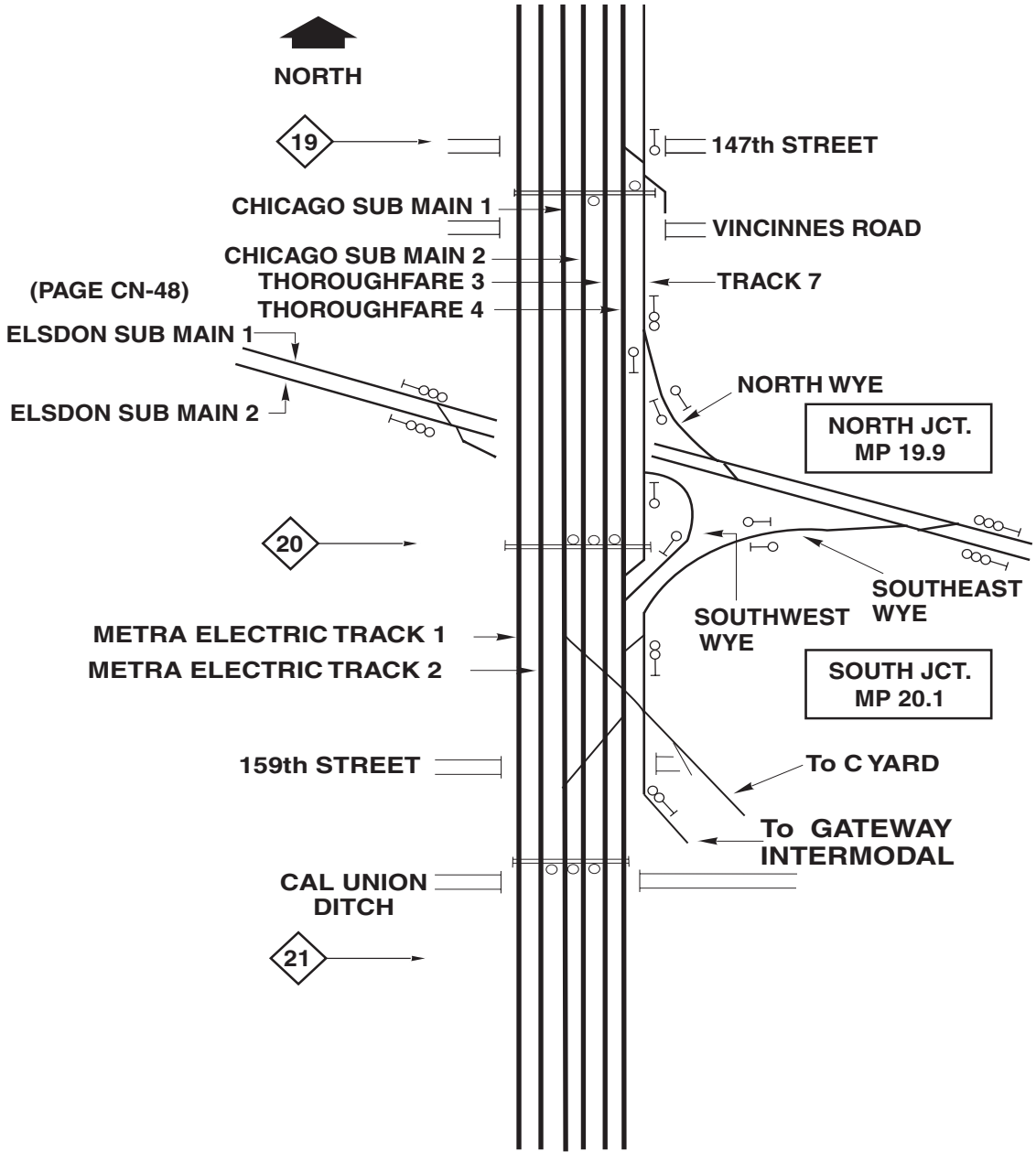
CHICAGO SUBDIVISION
MP 19 to MP 21
CTC in effect Mains 1 & 2
Signal Rules 803-816 are in effect on the Chicago Subdivision, and Signal Rules 817-830 are in effect on the Elsdon Subdivision.

MAXIMUM SPEEDS BETWEEN	MPH PSGR	FRT
MP 19 and MP 21		
Mains 1 & 2	65	50
North Jct. - North Wye	10	10
South Jct. - Southeast Wye	20	20
South Jct. - Southwest Wye	10	10

TIME
Central Continental Time in effect on the Chicago Subdivision and Eastern Continental Time in effect on the Elsdon Subdivision.



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CHICAGO SUBDIVISION
MP 21 to MP 24
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	**MPH**	
BETWEEN	**PSGR**	**FRT**
MP 21 and Homewood	65	50
Through turnouts power switches at Homewood	25	25
Homewood and MP 24 Main 1	79	50
Homewood and MP 24 Main 3 and 4	40	40

Tracks other than Main Track 10 MPH, except 20 MPH on the following tracks:
- Markham Yard
- A Yard – Tracks 17 - 21
- F Yard – Tracks 11 – 21
- MIT – Tracks 1-4, 6
- C Yard – Tracks 7-10
- Engine Thoroughfare between CN Jct. and Woodcrest
- Gateway Tracks 1 and 2
- Thoroughfares 3 and 4 between CN Jct. and Riverdale

A High-Load Detection and Indication System is in service for Northward train movements on Main 1 and Main 2 as follows:
- The High-Load Indication System on Main 1 is limited to trains of 125 cars or less including engines. Trains in excess of 125 cars, including engines, must be manually inspected or use Main 2.
- High-Load Detector for Main 1 is located on Bridge 22.88 and High-Load Detector for Main 2 is located at MP 23.20 on Main 3.

High-Load Indicators for Main 1 and Main 2 are located on Bridge 21.30 and the indications are as follows:
- Two (2) horizontally displayed Lunar White Lights indicate that a High-Load in excess of 17 feet 0 inches has been detected.
- Two (2) vertically displayed Lunar White Lights indicate that a High-Load has not been indicated.
- The absence of two (2) vertically displayed Lunar White Lights shall be regarded as an indication that a High-Load has been detected.

When a High-Load has been detected, Freight Trains must stop at Bridge 20.56, notify the RTC, and inspect for High-Loads.

General Yardmaster, Markham Yard must be notified of condition before proceeding. Car or cars will be set out in accordance with instructions from General Yardmaster. Markham General will notify Desk 1 RTC to reset High Load Detector. Cars over 17 feet high must not be left standing within 100 feet of the High-Load Detector. Cars in excess of 17 feet high are prohibited between MP 1.8 (CTA Overhead) and MP 14.9 (119th Street).

Exception:
Cars in excess of 17 feet high may operate on Thoroughfare 4 between MP 11.8 (95th Street) and MP 14.9 (119th Street).

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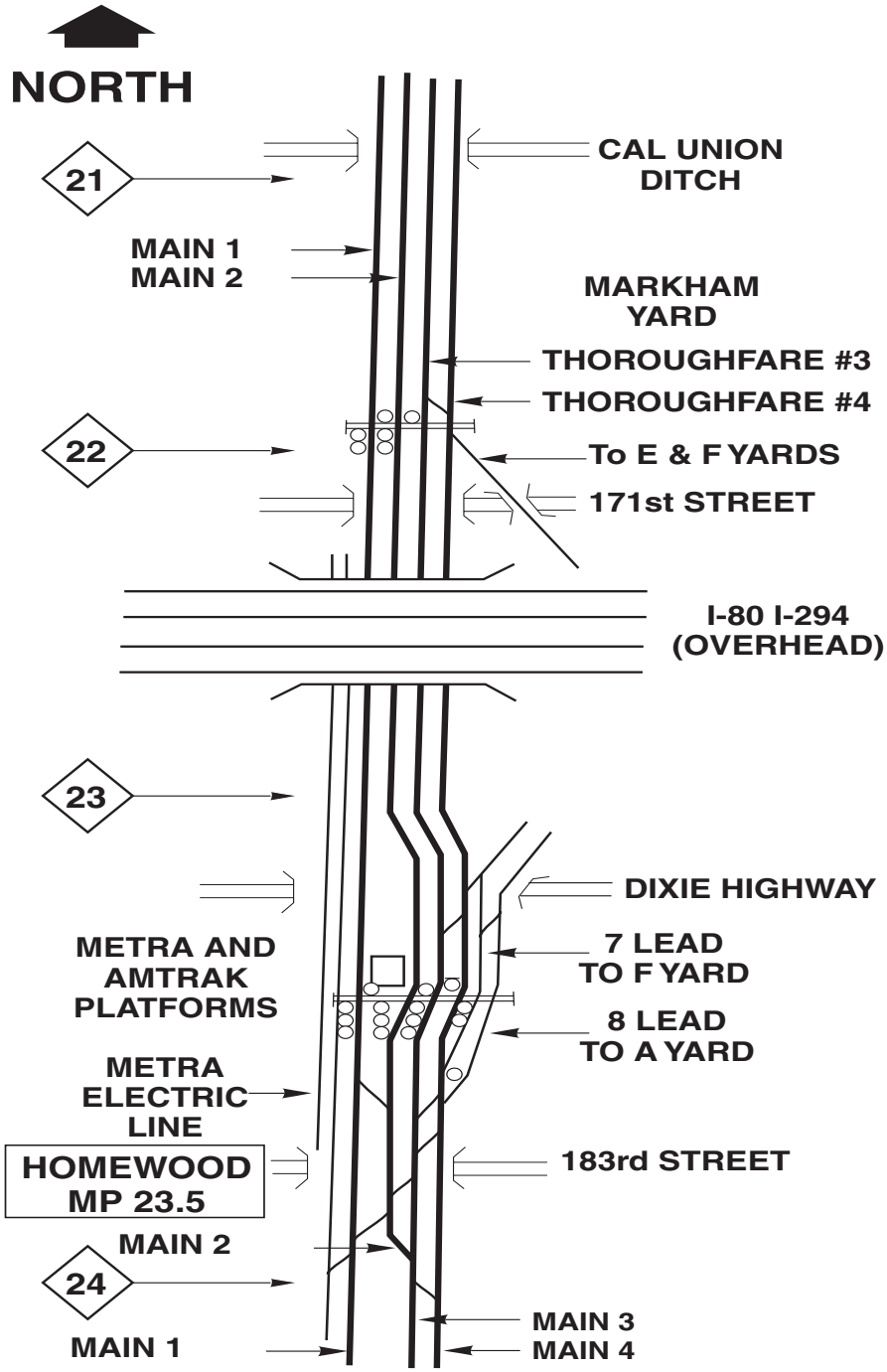
NORTH
21
CAL UNION DITCH
MAIN 1
MAIN 2
MARKHAM YARD
THOROUGHFARE #3
THOROUGHFARE #4
22
To E & F YARDS
171st STREET
I-80 I-294 (OVERHEAD)
23
DIXIE HIGHWAY
METRA AND AMTRAK PLATFORMS
7 LEAD TO F YARD
8 LEAD TO A YARD
METRA ELECTRIC LINE
HOMEWOOD MP 23.5
183rd STREET
MAIN 2
24
MAIN 3
MAIN 4
MAIN 1

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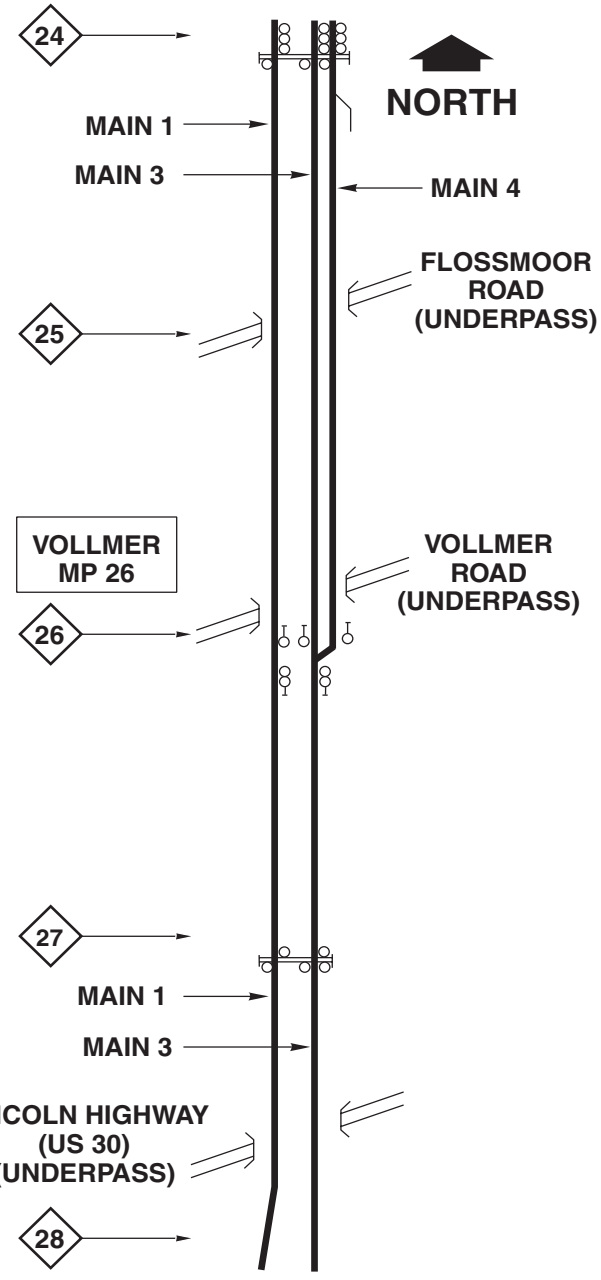
CHICAGO SUBDIVISION
MP 24 to MP 28
CTC in effect Mains 1, 3 & 4
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	MPH PSGR	FRT
MP 24 and MP 26		
Mains 3 & 4	40	40
MP 24 and MP 28		
Main 1	79	50
MP 26 and MP 28		
Main 3	40	40
Vollmer through turnout at power switch	25	25

Tracks other than Main Track 10 MPH
Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 3, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72). Then broadcast the same emergency message on Metra Road Channel (61 61).



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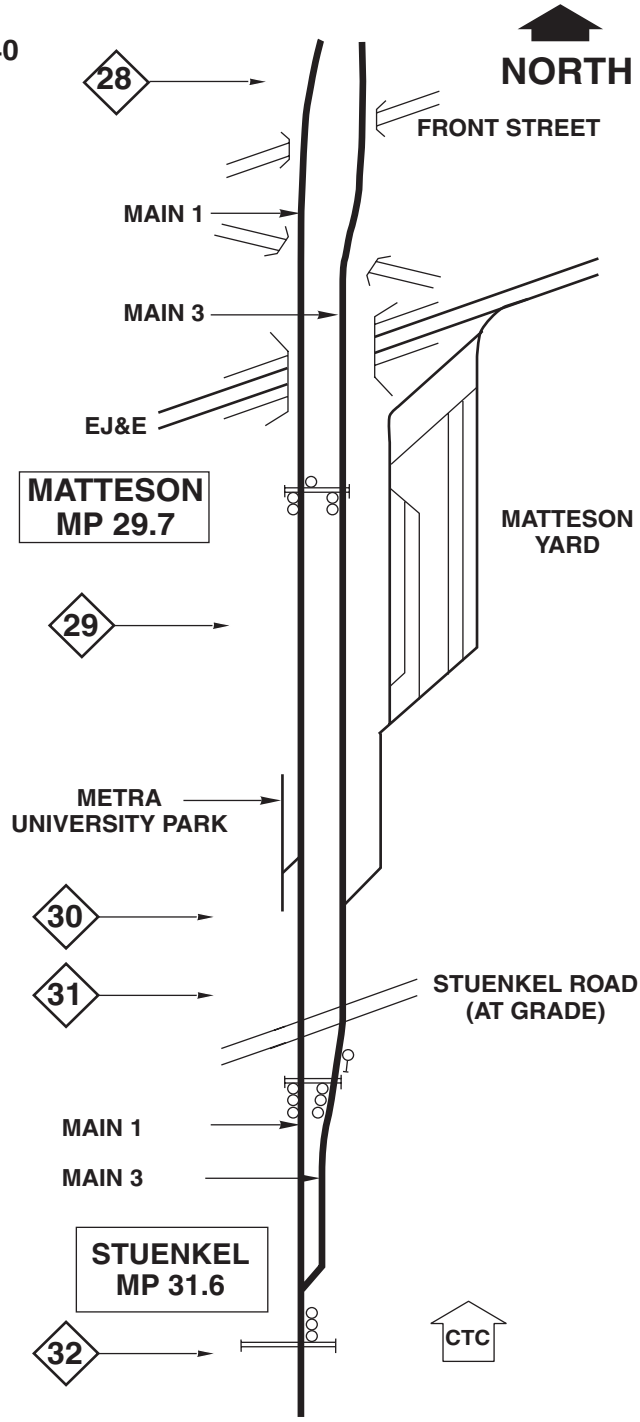
CHICAGO SUBDIVISION
MP 28 to MP 32
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	MPH PSGR	FRT
MP 28 and Stuenkel Main 1	79	50
MP 28 and Stuenkel Main 3	40	40
Through turnout power switch at Stuenkel	40	40

Tracks other than Main Track10 MPH

Metra Electric Line - Due to close proximity of the Metra Electric line to CN Mains 1 & 2, follow this procedure in the event of an emergency application of the brakes. Broadcast an emergency message over Channel 1 (72 72). Then broadcast the same emergency message on Metra Road Channel (61 61).



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JOLIET SUBDIVISION
MP 3.4 to MP 5
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS **MPH**

BETWEEN	**PSGR**	**INTERMODAL**	**FRT**
Bridgeport over bridge	25	25	25
MP 3.5 and MP 5	30	30	30

Tracks other than Main Track .... 10 MPH

On passenger trains operating on the Joliet Subdivision in Push-Pull or MU service; the engineer must communicate orally an approach or a less favorable signal indication to:
1. A promoted crew member;
or
2. A rules qualified employee in the engine control compartment.

Each transmission must be acknowledged by the designated crew member. If the designated crew member fails to acknowledge the communication, the engineer must determine the reason prior to leaving the next scheduled passenger stop. If the radio is inoperative, communication must be made by intercom, public address system or in person (oral communication is required and the use of a buzzer or communicating signal is prohibited).

Communication must include:
1. Train identification;
2. Name or Aspect of signal;
3. Location of signal;
and
4. Track designation, if in multiple track territory.

The designated employee must repeat the information and determine if the train is being operated in accordance with the signal indication.

If the next signal in advance changes to a more favorable indication, the engineer must communicate the Name or Aspect to the designated employee.

Passenger trains operating in Push-Pull or MU service who stop for any reason or whose speed has been reduced below 10 MPH in the block immediately preceding an Interlocking or Absolute Signal will proceed prepared to Stop at the next signal, not exceeding 40 MPH, until it can be seen that the next signal indicates proceed and the track is clear to that signal.

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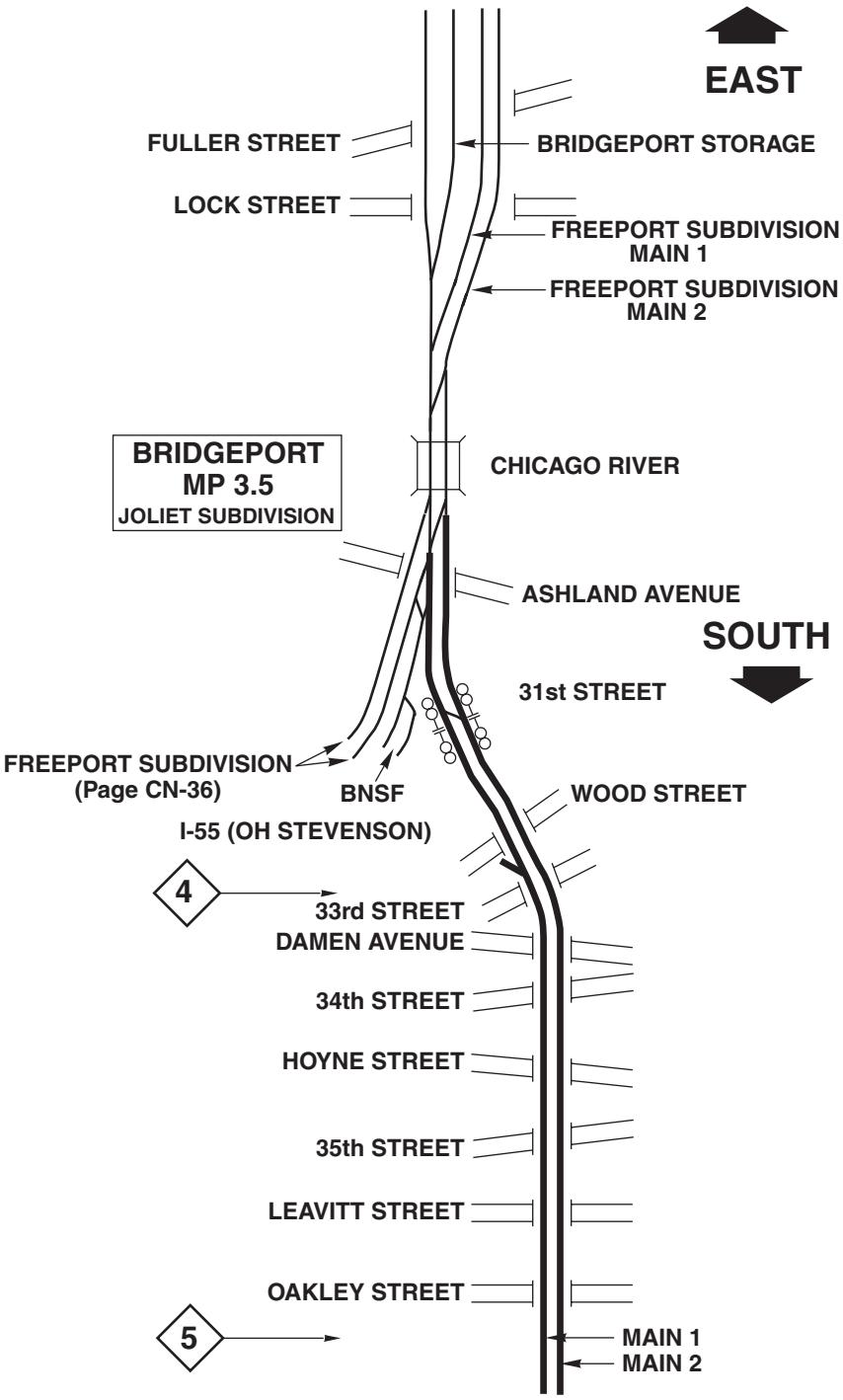
EAST
FULLER STREET
BRIDGEPORT STORAGE
LOCK STREET
FREEPORT SUBDIVISION
MAIN 1
FREEPORT SUBDIVISION
MAIN 2
BRIDGEPORT
MP 3.5
JOLIET SUBDIVISION
CHICAGO RIVER
ASHLAND AVENUE
SOUTH
31st STREET
FREEPORT SUBDIVISION
(Page CN-36)
BNSF
WOOD STREET
I-55 (OH STEVENSON)
4
33rd STREET
DAMEN AVENUE
34th STREET
HOYNE STREET
35th STREET
LEAVITT STREET
OAKLEY STREET
5
MAIN 1
MAIN 2

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JOLIET SUBDIVISION
MP 5 to MP 8
CTC in effect between MP 5 and Corwith and between Corwith and MP 8.
Corwith is a manual interlocking.
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	**MPH**		
BETWEEN	**PSGR**	**INTERMODAL**	**FRT**
MP 5 and MP 7	30	30	30
CP Brighton NS - CSX crossing	30	25	25
Rockwell-through crossovers	25	25	25
MP 7 and LeMoyne	79	60	40
LeMoyne – BRC crossing	50	30	30
Corwith and LeMoyne – through turnouts	10	10	10

Tracks other than Main Track.....10 MPH

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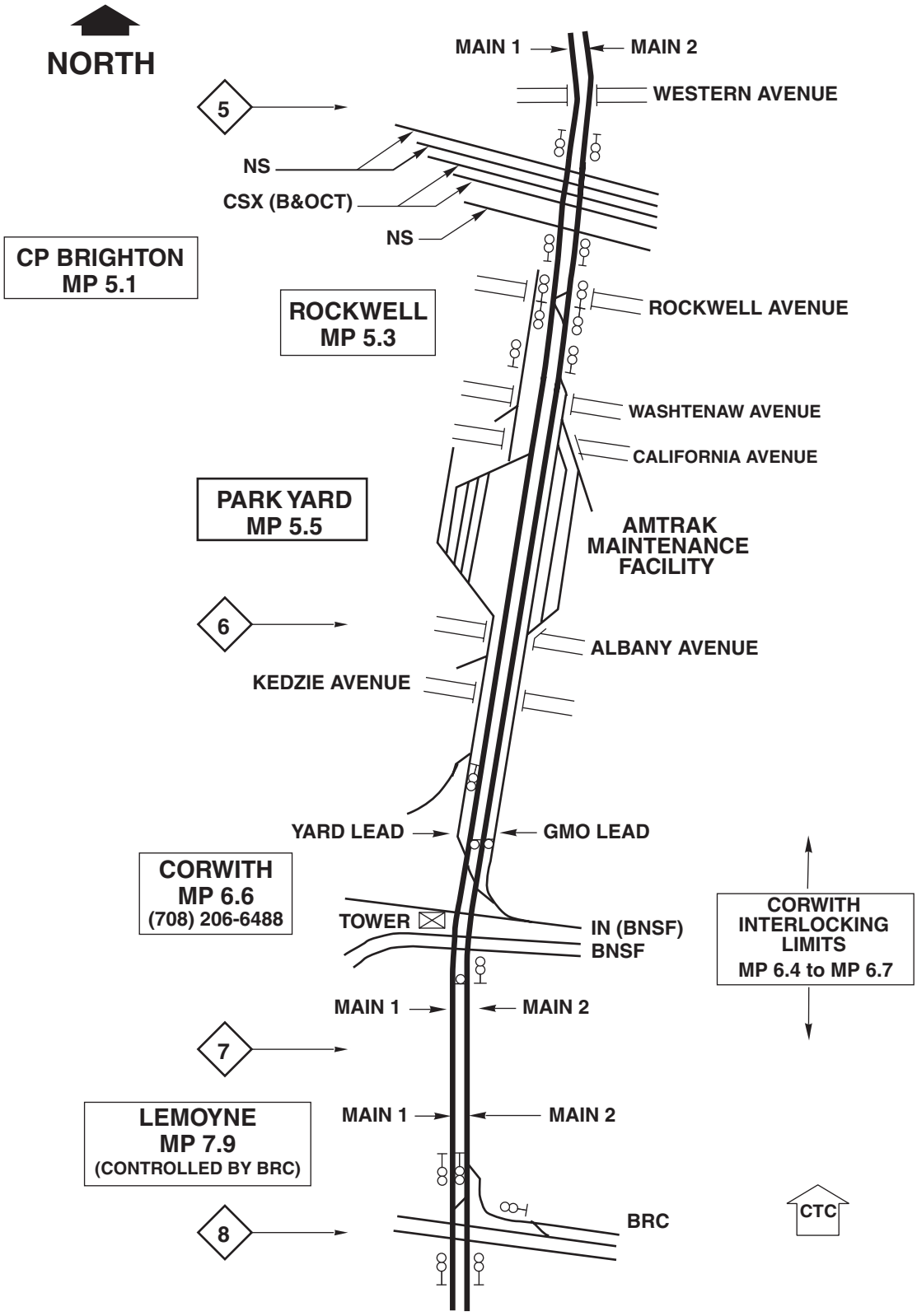
NORTH
MAIN 1
MAIN 2
WESTERN AVENUE
5
NS
CSX (B&OCT)
NS
CP BRIGHTON
MP 5.1
ROCKWELL
MP 5.3
ROCKWELL AVENUE
WASHTENAW AVENUE
CALIFORNIA AVENUE
PARK YARD
MP 5.5
AMTRAK
MAINTENANCE
FACILITY
6
ALBANY AVENUE
KEDZIE AVENUE
YARD LEAD
GMO LEAD
CORWITH
MP 6.6
(708) 206-6488
TOWER
IN (BNSF)
BNSF
CORWITH
INTERLOCKING
LIMITS
MP 6.4 to MP 6.7
MAIN 1
MAIN 2
7
LEMOYNE
MP 7.9
(CONTROLLED BY BRC)
MAIN 1
MAIN 2
BRC
8
CTC

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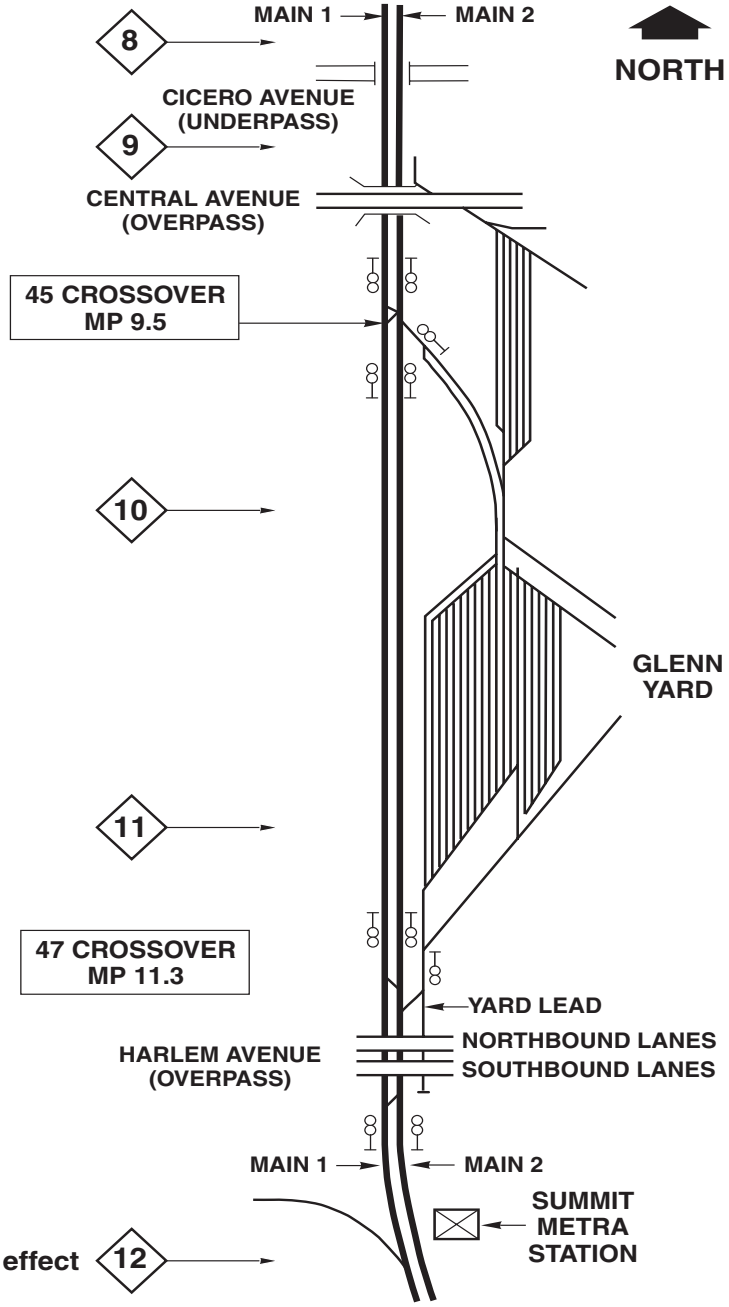

JOLIET SUBDIVISION
MP 8 to MP 12
CTC in effect.
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	MPH PSGR	INTERMODAL	FRT
MP 8 and MP 12	79	60	40
45 crossover - through crossover	40	40	40
47 crossover - through crossover	40	40	40
Tracks other than Main Track 10 MPH Except Glenn Yard:			
Inbound/Outbound lead	20		20
Tracks 1-13 and 15-19	20		20

Glenn Yard - Remote Control Zones.
North RCZ - North end of working lead from crossover switch to the divide switch.
South RCZ - Tail Track from divide switch to end of track including the 47 crossover control point (MP-11.3).
Do not enter either of these zones without first contacting the Glenn Yardmaster.

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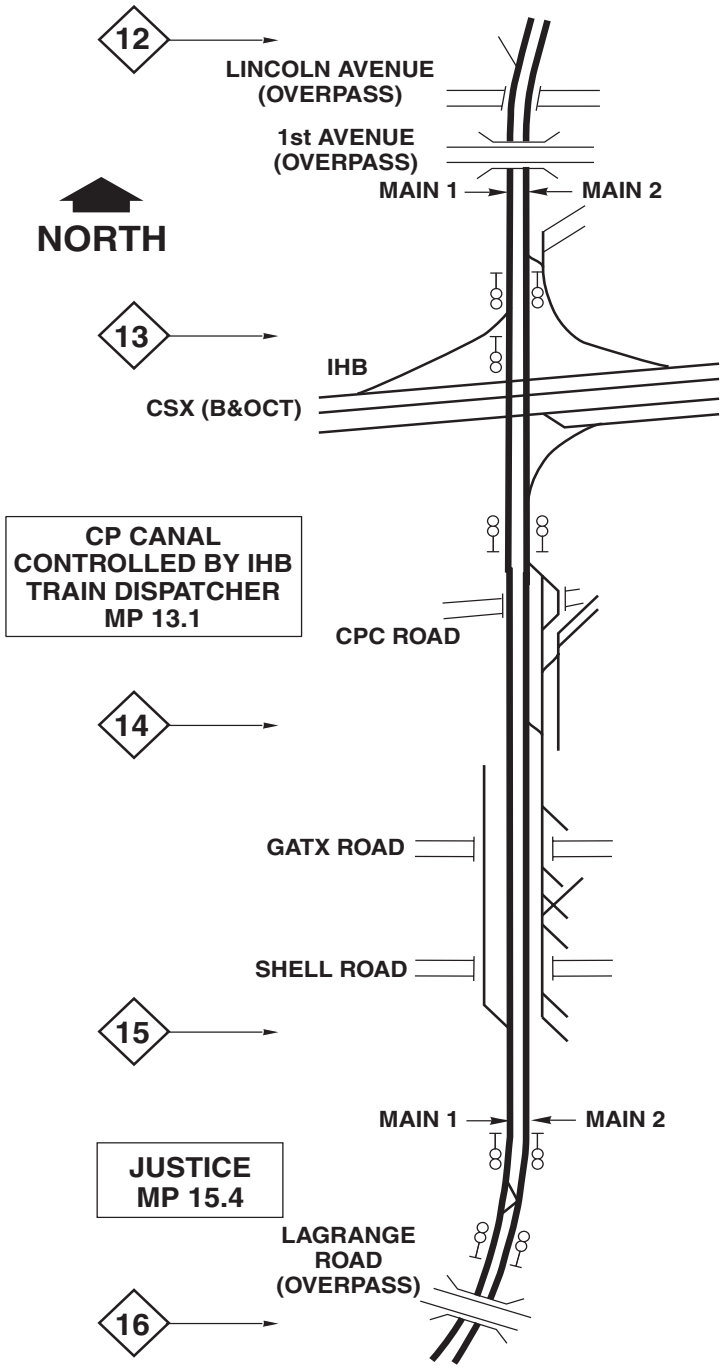

JOLIET SUBDIVISION
MP 12 to MP 16
CTC in effect.
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	PSGR	MPH INTERMODAL	FRT
Justice - through crossovers	40	40	40
MP 12 and CP Canal	79	60	40
CP Canal - IHB/CSX crossings	50	30	30
CP Canal and MP 16	79	60	40

Tracks other than Main Track.....10 MPH

Trains to Glenn Yard must stop at MP 15.3 and not pass "Holding Point" sign until it is known they will be taken directly into the yard.

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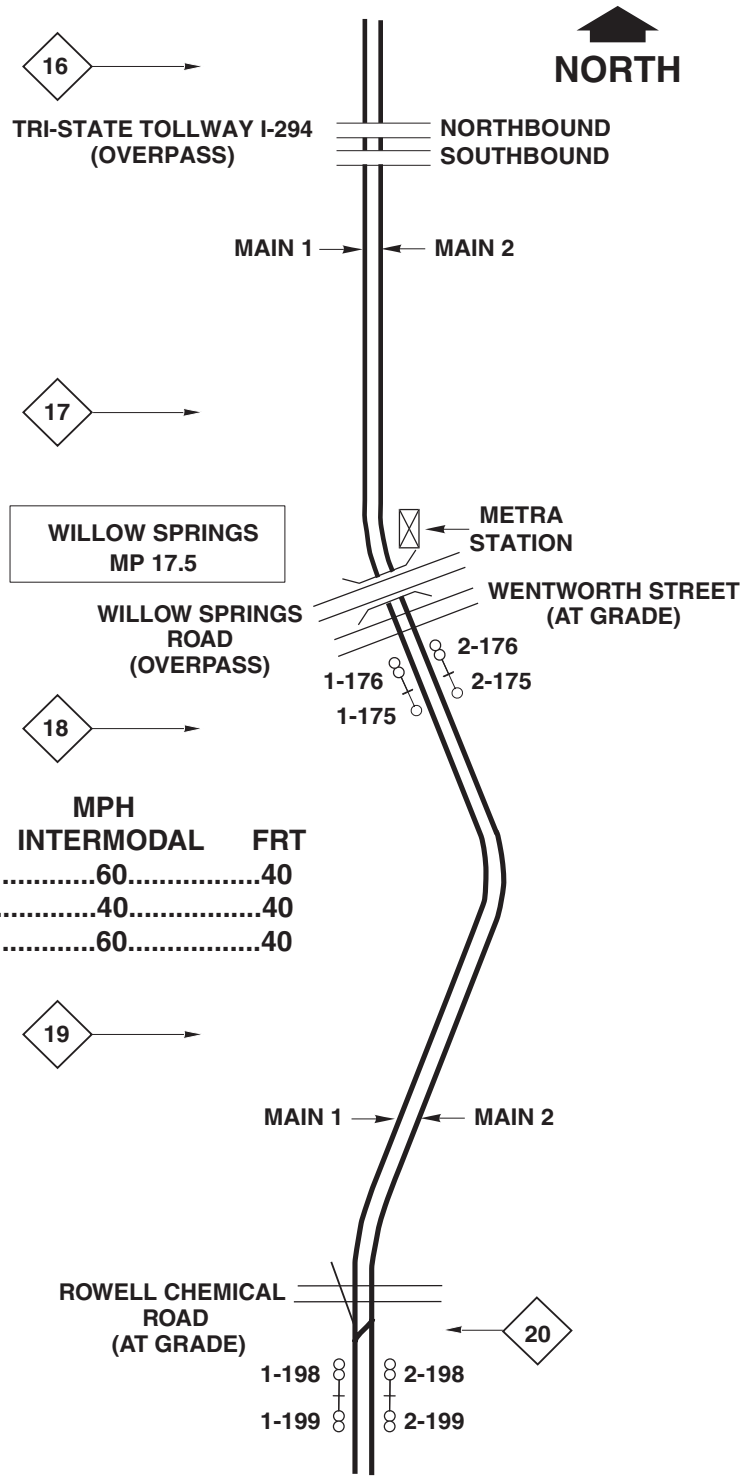
JOLIET SUBDIVISION
MP 16 to MP 20
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS

BETWEEN	PSGR	MPH INTERMODAL	FRT
MP 16 and MP 18.5	79	60	40
MP 18.5 - curve	60	40	40
MP 18.5 and MP 20	79	60	40

Tracks other than Main Track 10 MPH



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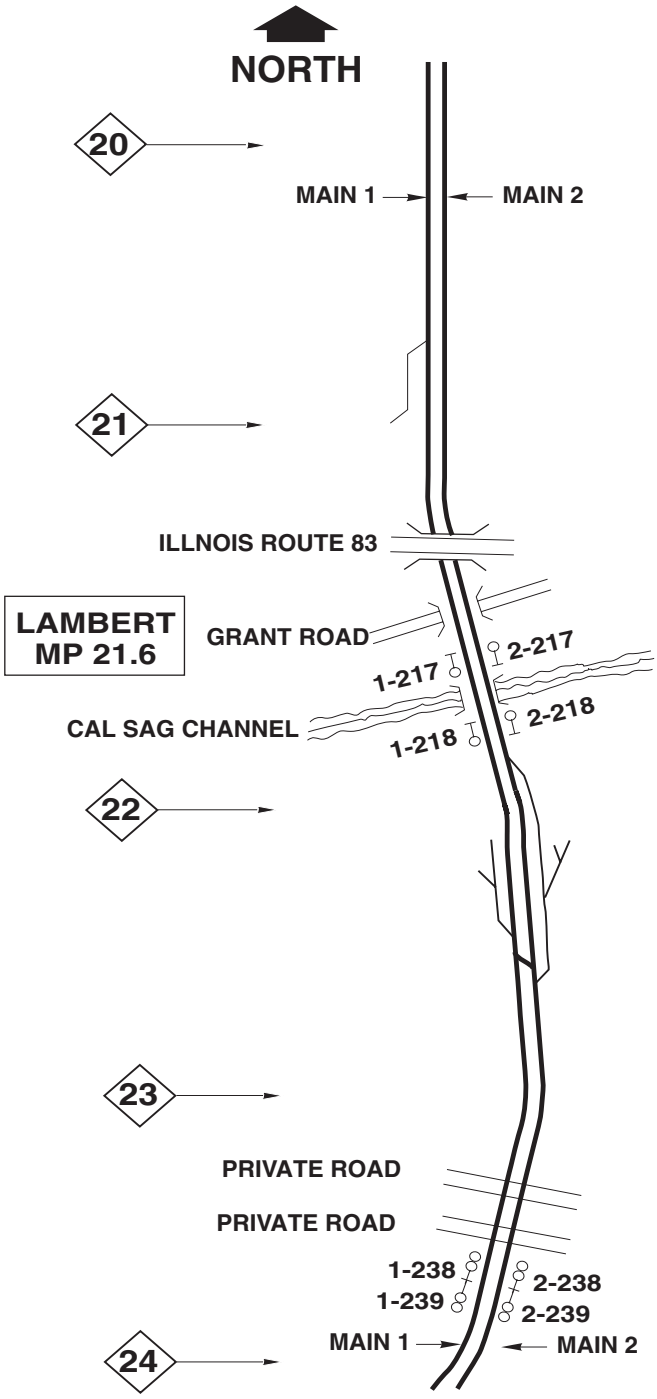

JOLIET SUBDIVISION
MP 20 to MP 24
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS

BETWEEN	PSGR	MPH INTERMODAL	FRT
MP 20 and MP 24	79	60	40

Tracks other than Main Track.....10 MPH

Before passing MP 20, northward trains must know that they will not be delayed for more than 30 minutes at CP Canal or LeMoyne. Trains that will be delayed must hold at MP 20 until movement can be made without further delay

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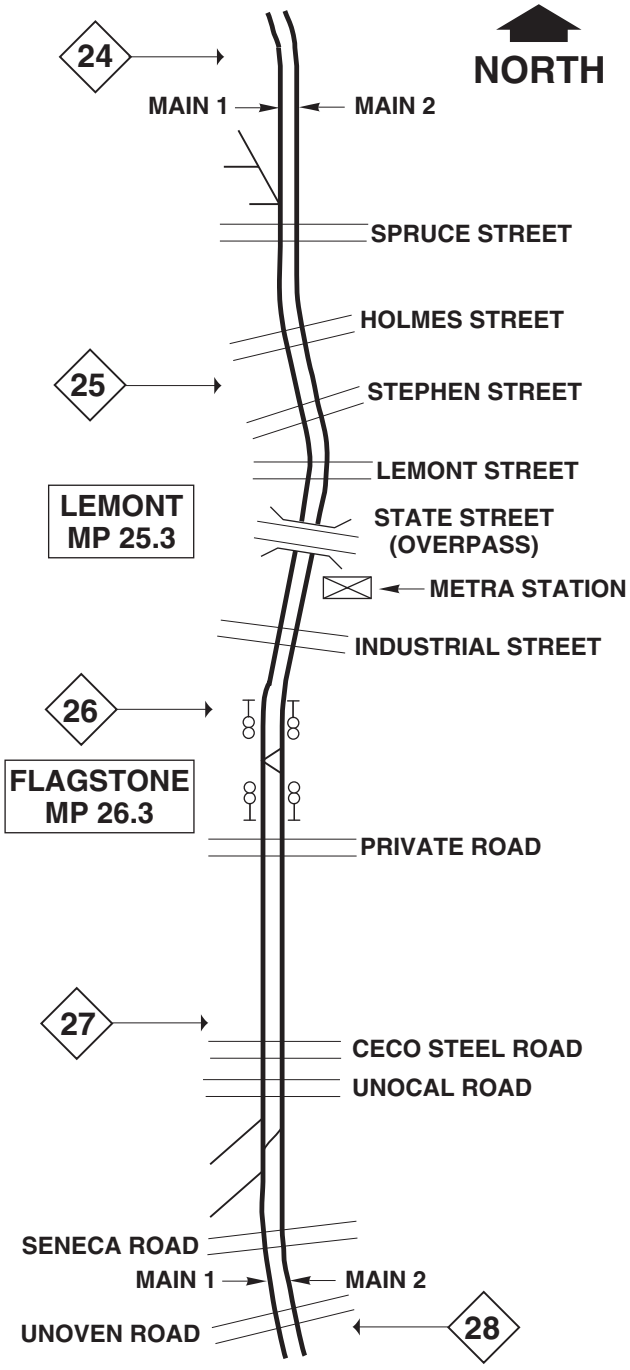

JOLIET SUBDIVISION
MP 24 to MP 28
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS **MPH**

BETWEEN	PSGR	INTERMODAL	FRT
MP 24 and MP 25.2	79	60	40
MP 25.2 - curve	50	30	30
Flagstone - through crossovers	40	40	40
MP 25.2 and MP 27.5	79	60	40
MP 27.5 - curve	60	40	40
MP 27.5 and MP 28	79	60	40

Tracks other than Main Track 10 MPH

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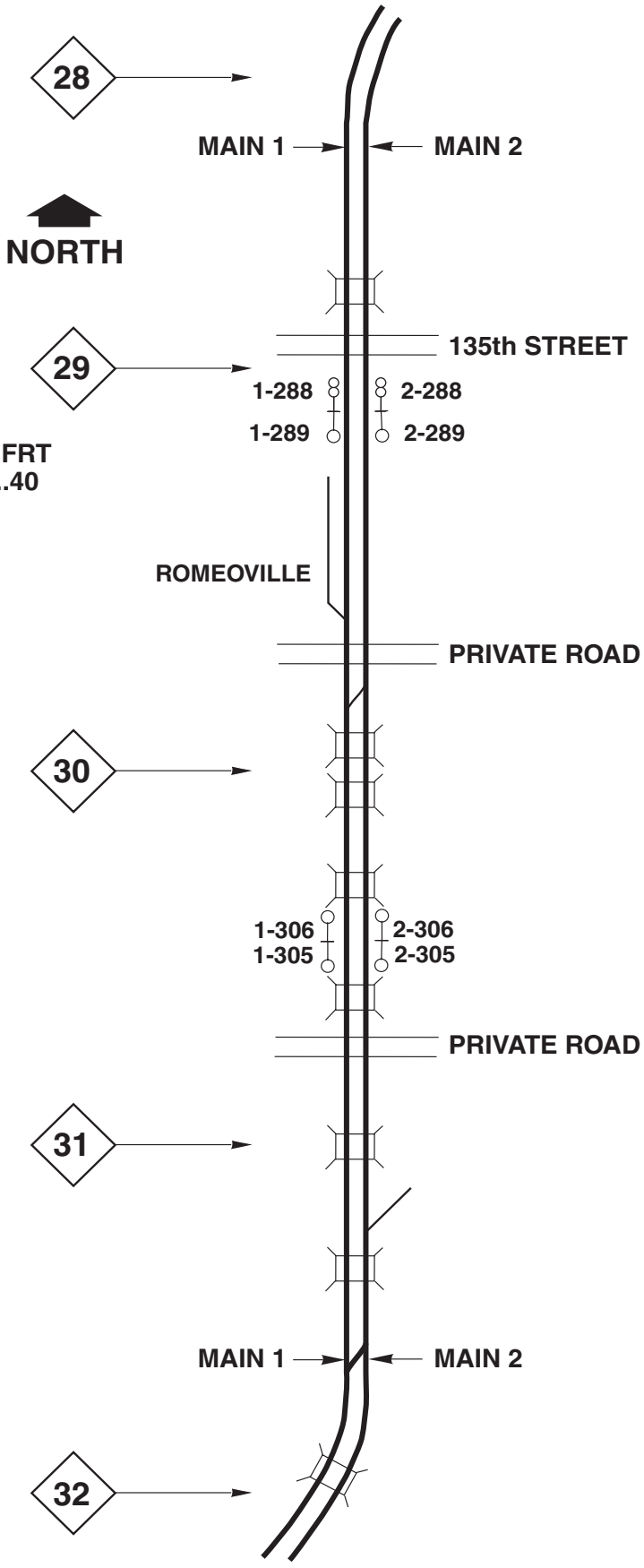
JOLIET SUBDIVISION
MP 28 to MP 32
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH		
BETWEEN	PSGR	INTERMODAL	FRT
MP 28 and MP 32	79	60	40

Tracks other than Main Track 10 MPH



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JOLIET SUBDIVISION
MP 32 to MP 36.7
CTC in effect between MP 32 and Ohio Street.
Signal Rules 803-816 are in effect.
Rule 512 B in effect between Ohio Street and Jackson Street.

MAXIMUM SPEEDS MPH

BETWEEN	**PSGR**	**INTERMODAL**	**FRT**
MP 32 and MP 36.7	79	60	40
Stateville through crossovers	40	40	40

Tracks other than Main Track ... 10 MPH

Northward passenger trains leaving station stop at Lockport:
MP 32.59 9th Street.....20 MPH
MP 32.06 2nd Street.....30 MPH
Southward passenger trains leaving station stop at Lockport:
MP 33.11 16th Street.....20 MPH
Restrictions apply until the leading end of the movement has occupied the road crossing.

On passenger trains operating on the Joliet Subdivision in Push-Pull or MU service; the engineer must communicate orally an approach or a less favorable signal indication to:
1. A promoted crew member;
or
2. A rules qualified employee in the engine control compartment.

Each transmission must be acknowledged by the designated crew member. If the designated crew member fails to acknowledge the communication, the engineer must determine the reason prior to leaving the next scheduled passenger stop. If the radio is inoperative, communication must be made by intercom, public address system or in person (oral communication is required and the use of a buzzer or communicating signal is prohibited).

Communication must include:
1. Train identification;
2. Name or Aspect of signal;
3. Location of signal;
and
4. Track designation, if in multiple track territory.

The designated employee must repeat the information and determine if the train is being operated in accordance with the signal indication. If the next signal in advance changes to a more favorable indication, the engineer must communicate the Name or Aspect to the designated employee.

Passenger trains operating in Push-Pull or MU service who stop for any reason or whose speed has been reduced below 10 MPH in the block immediately preceding an Interlocking or Absolute Signal will proceed prepared to Stop at the next signal, not exceeding 40 MPH, until it can be seen that the next signal indicates proceed and the track is clear to that signal.

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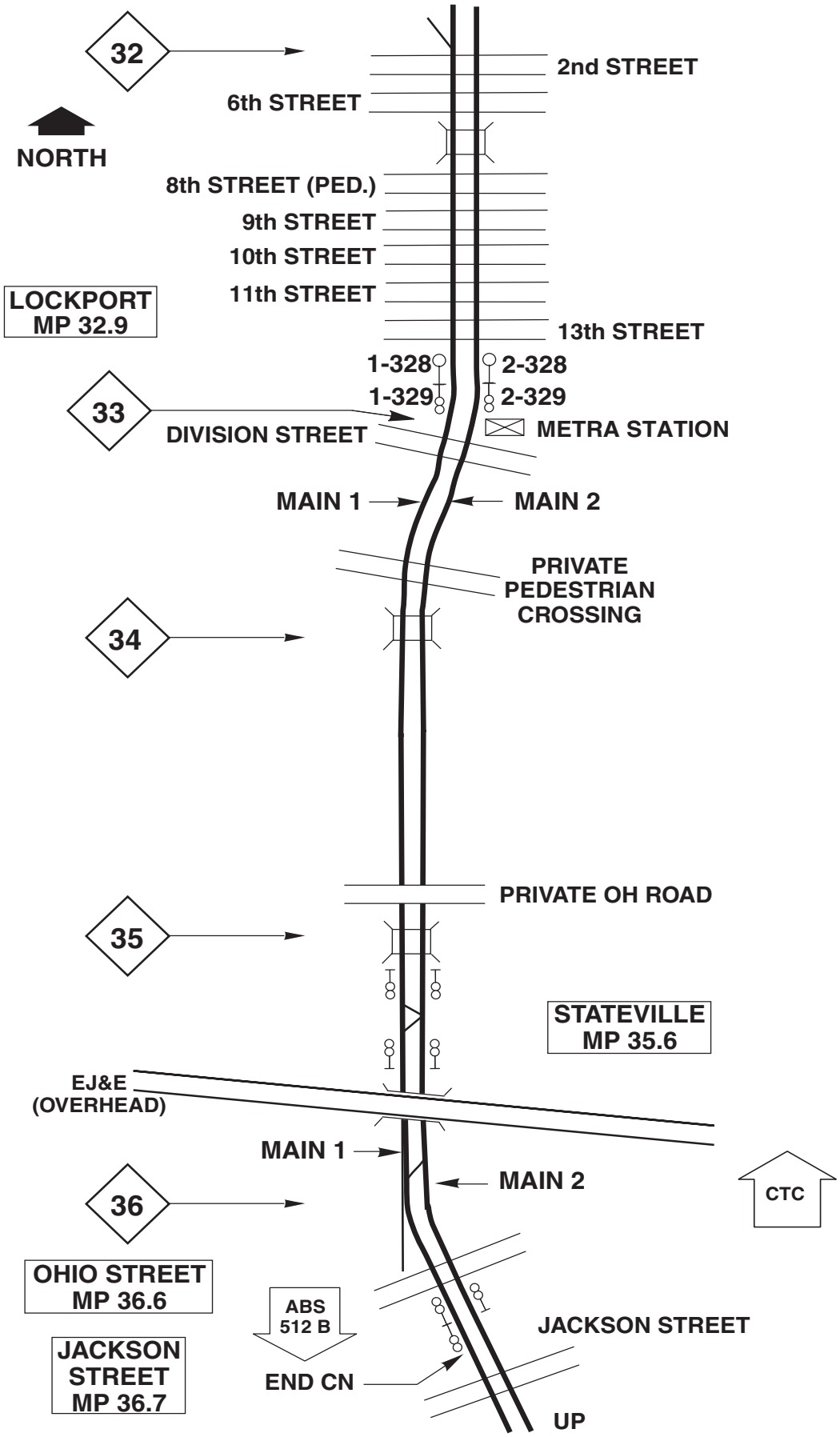
32
NORTH
2nd STREET
6th STREET
8th STREET (PED.)
9th STREET
10th STREET
11th STREET
13th STREET
LOCKPORT
MP 32.9
1-328
2-328
1-329
2-329
33
DIVISION STREET
METRA STATION
MAIN 1
MAIN 2
PRIVATE
PEDESTRIAN
CROSSING
34
PRIVATE OH ROAD
35
STATEVILLE
MP 35.6
EJ&E
(OVERHEAD)
MAIN 1
MAIN 2
CTC
36
OHIO STREET
MP 36.6
ABS
512 B
JACKSON STREET
JACKSON
STREET
MP 36.7
END CN
UP

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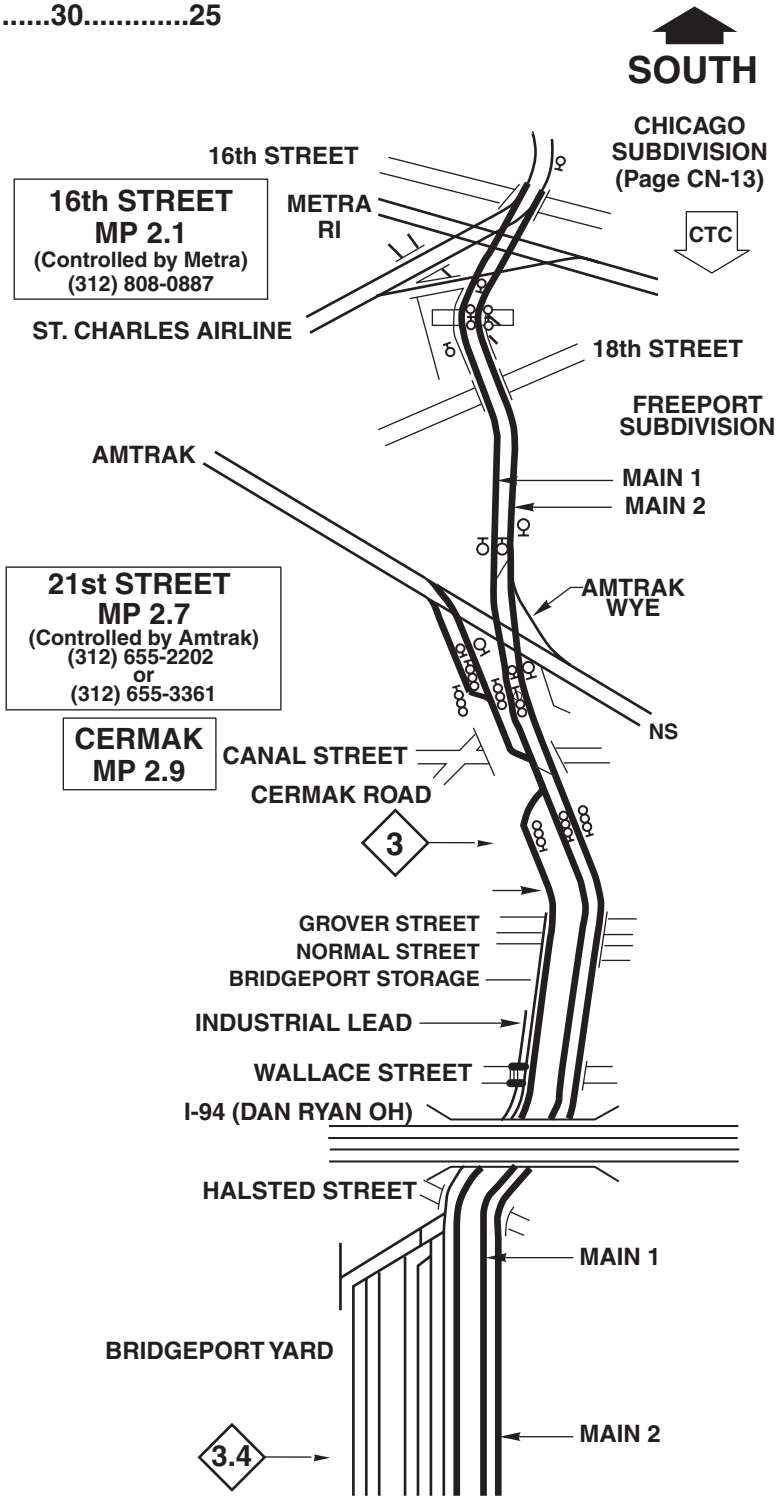
FREEPORT SUBDIVISION
MP 2.1 to MP 3.4
CTC in effect between
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	MPH PSGR	FRT
16th Street and 21st Street	10	10
21st Street and MP 3.4	30	25

Tracks other than Main Track 10 MPH



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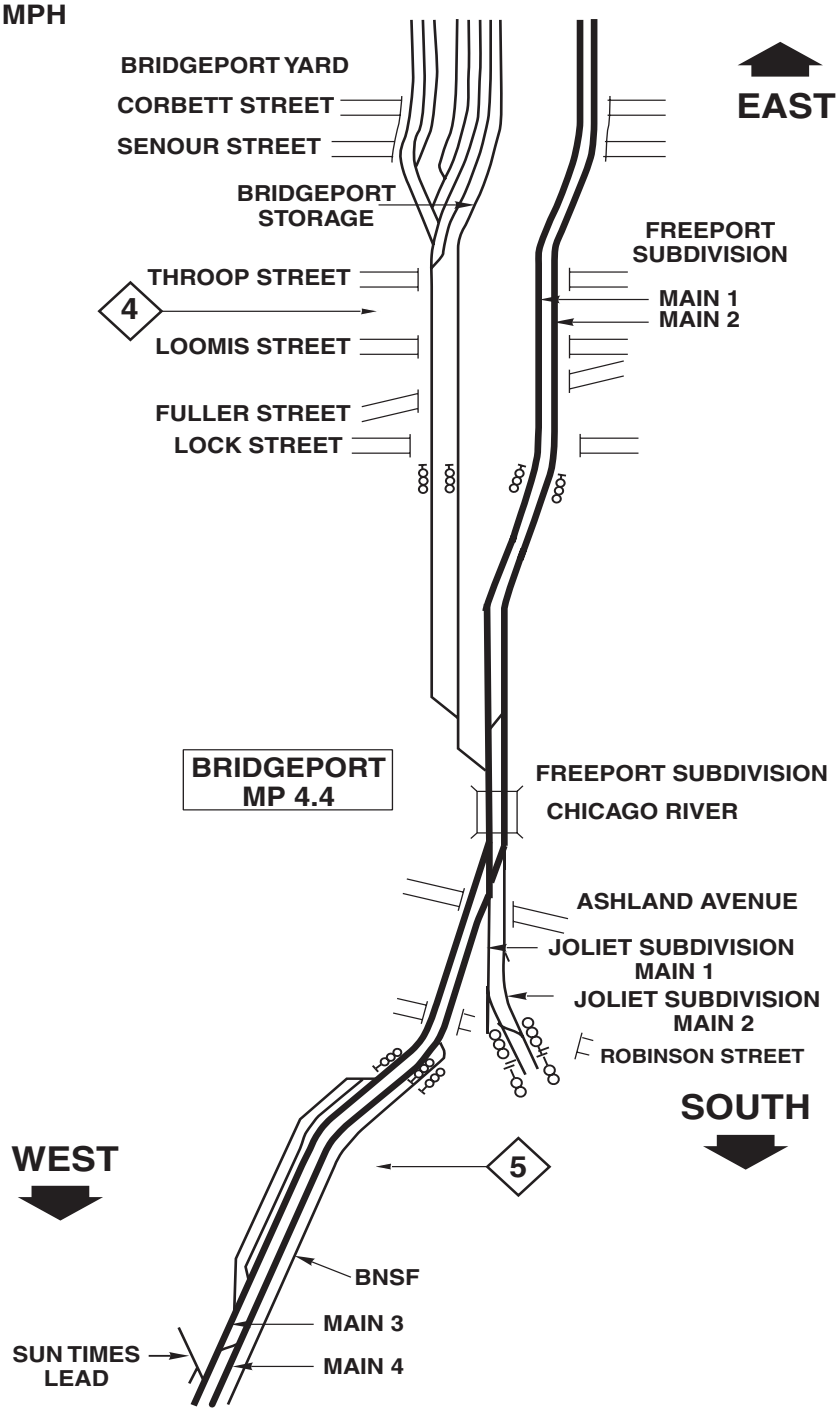
FREEPORT SUBDIVISION
MP 3.4 to MP 5.5
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH	
BETWEEN	PSGR	FRT
MP 3.4 and Bridgeport	30	25
Bridgeport (over Bridge)	25	25
Bridgeport and MP 5.5	25	25
MP 5.3 - Main 3 - HER over switch	20	20
MP 5.4 - Main 4 - HER over switch	20	20

Tracks other than Main Track 10 MPH



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FREEPORT SUBDIVISION MP 5.5 to MP 8.3
CTC in effect MP 5.5 to MP 5.6
ABS and Yard Limits in effect MP 5.6 to MP 8.3
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS

BETWEEN	**MPH**
MP 5.5 and MP 8.3	25
Against the current of traffic	Restricted Speed
Ash Street - CSX - NS Crossing	15
Pulaski Road MP 7.6 Restriction applies until leading wheels occupy the crossing	20
Tracks other than Main Track	10 MPH

Contact Desk 1 RTC for routing instructions before entering main tracks in Yard Limits.
EXCEPTION – Westward trains receiving a controlled signal to proceed at Ash Street will not be required to contact the RTC.

OPERATION OF EMERGENCY RELEASE OF I.N. AUTOMATIC INTERLOCKING

1. Observe the indicator lamp on the emergency release box for the track to be used:
(a) If indicator lamp is lit, signals governing conflicting routes are at stop; proceed with Instruction 2 below.
(b) If indicator lamp is not lit, signals governing conflicting routes may be clear and no action should be taken until after waiting 3 minutes; then, if no movement is evidence on conflicting routes, proceed with Instruction 2 following.
2. Insert switch key in release box for track to be used, turn clockwise as far as possible and hold in that position for 5 seconds; then turn key and remove. Signal should clear in 3 minutes.
3. If signal continues to convey STOP indication after complying with the above instructions, train must occupy track within interlocking limits, but clear of any conflicting route, for 3 minutes.
4. After complying with Instruction 3 above, if there is no train on conflicting route, train may proceed at restricted speed on signal from a member of the crew.
5. If a train or engine is approaching on conflicting route, proceed signal must not be given until such movement is stopped. If a train or engine is standing between the home signals on conflicting route, proceed signal must not be given until an understanding is reached with the crew of the train or engine on the conflicting route.
6. When it has been necessary to use the emergency release, crew member will notify the RTC.

Pulaski Road MP 7.6
When trains are stopped or anticipated to be obstructing Pulaski Road MP 7.6 for more than 10 minutes contact Hawthorne Yardmaster immediately. When the crossing is clear Hawthorne Yardmaster must be contacted to cancel the report of the blocked crossing.

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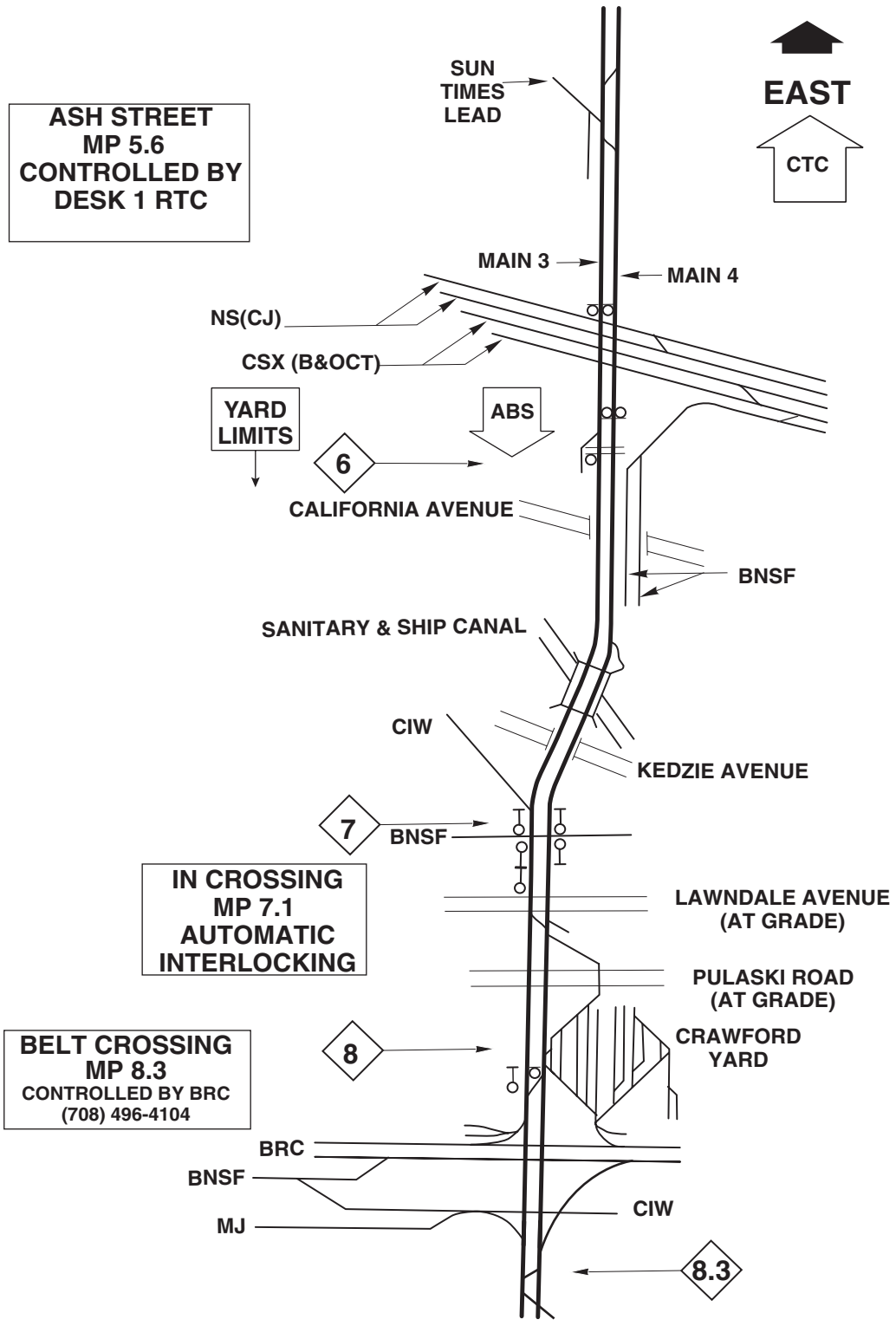
ASH STREET
MP 5.6
CONTROLLED BY
DESK 1 RTC
SUN
TIMES
LEAD
EAST
CTC
MAIN 3
MAIN 4
NS(CJ)
CSX (B&OCT)
YARD
LIMITS
ABS
6
CALIFORNIA AVENUE
BNSF
SANITARY & SHIP CANAL
CIW
KEDZIE AVENUE
7
BNSF
IN CROSSING
MP 7.1
AUTOMATIC
INTERLOCKING
LAWNDALE AVENUE
(AT GRADE)
PULASKI ROAD
(AT GRADE)
BELT CROSSING
MP 8.3
CONTROLLED BY BRC
(708) 496-4104
8
CRAWFORD
YARD
BRC
BNSF
MJ
CIW
8.3

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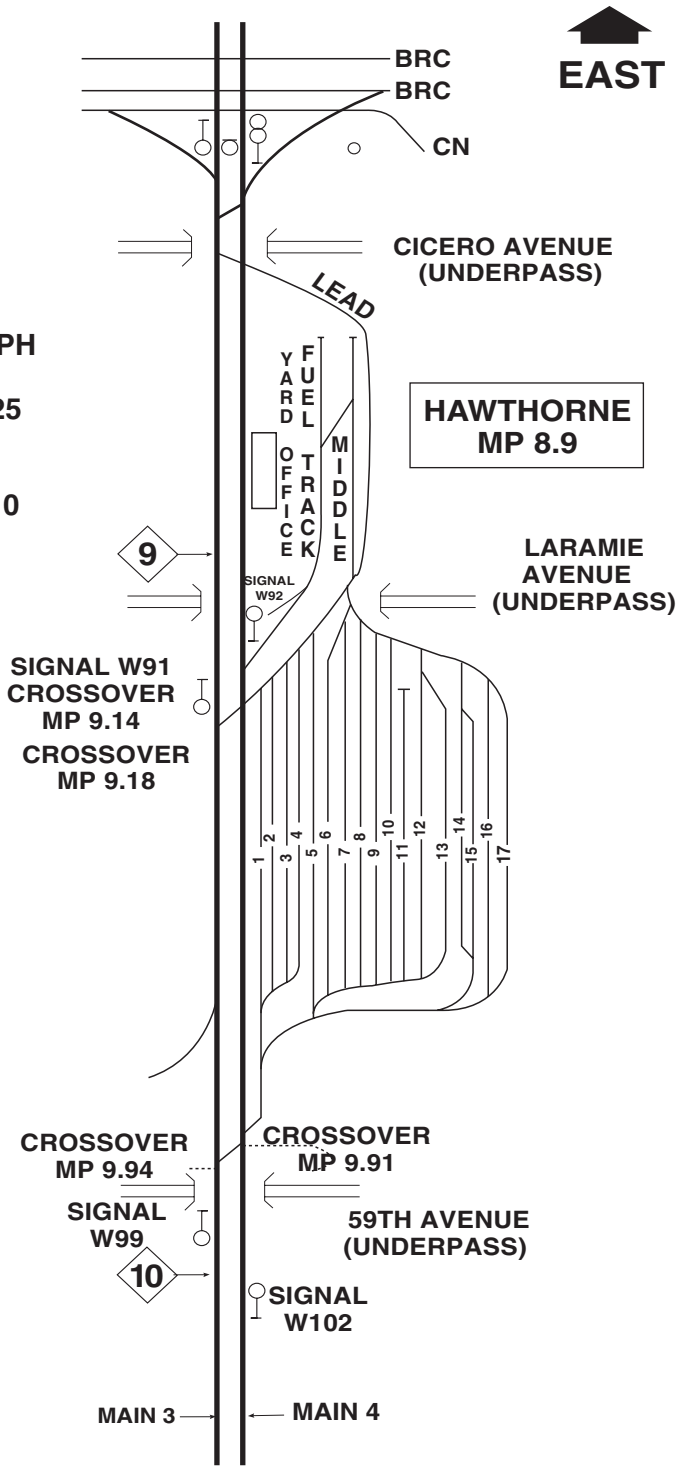
FREEPORT SUBDIVISION
MP 8.3 to MP 10
ABS and Yard Limits in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH
BETWEEN	
MP 8.3 and MP 10	25
Against the current of traffic Restricted Speed.	
Tracks other than Main Track	10



Contact Hawthorne Yardmaster for routing instructions before entering main tracks.

Hawthorne - Crossovers between Main 3 and Main 4 and switches from Main 3 into Hawthorne Yard may be left lined and padlocked in the position last used.

When entering Main 4 from Hawthorne Yard or when crossing over from one main track to the other at Hawthorne, crew member may open the switch, but is not required to wait five minutes before entering the track.

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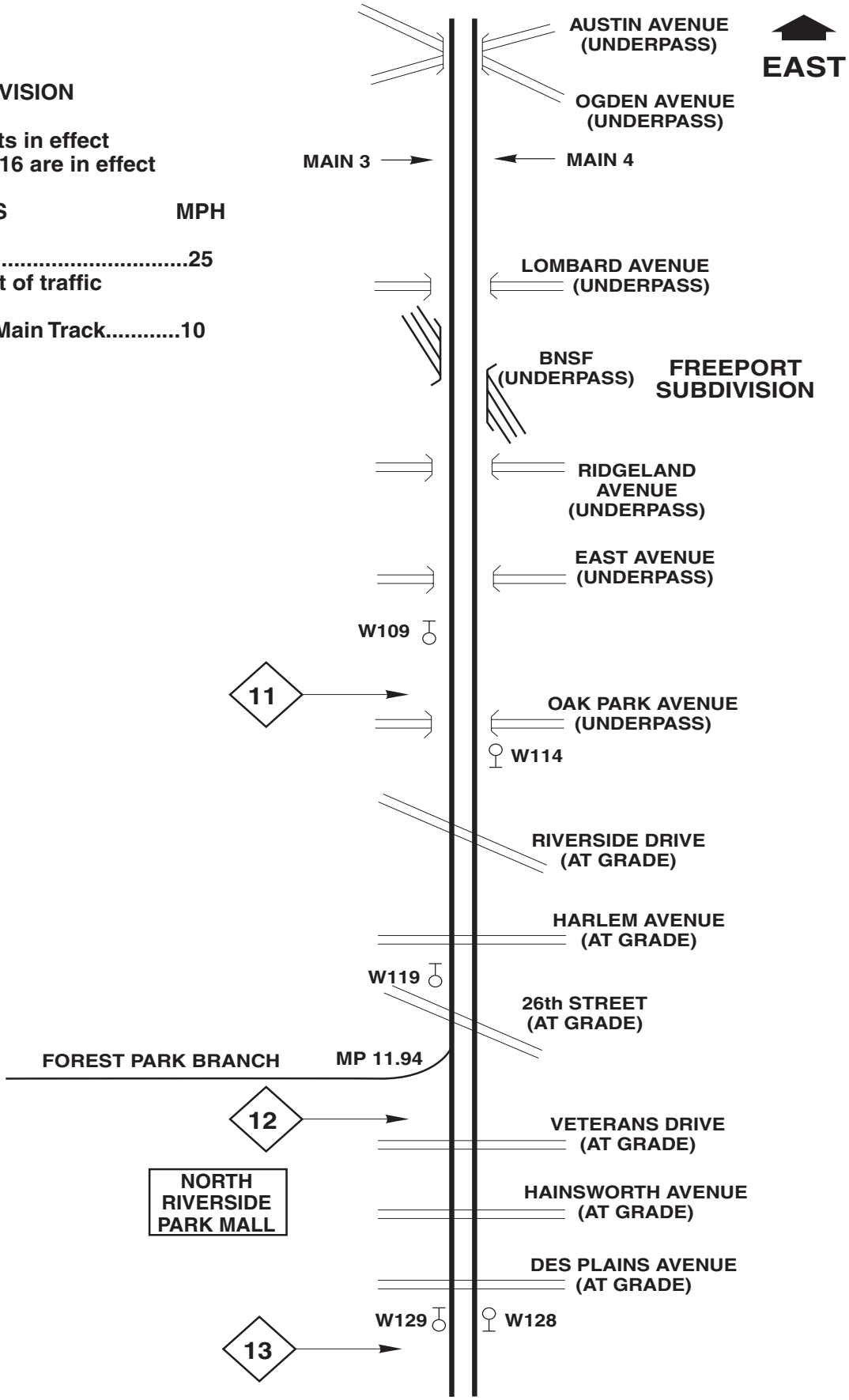
FREEPORT SUBDIVISION
MP 10 to MP 13
ABS and Yard Limits in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS MPH
BETWEEN
MP 10 and MP 13.....25
Against the current of traffic
Restricted Speed.
Tracks other than Main Track.....10



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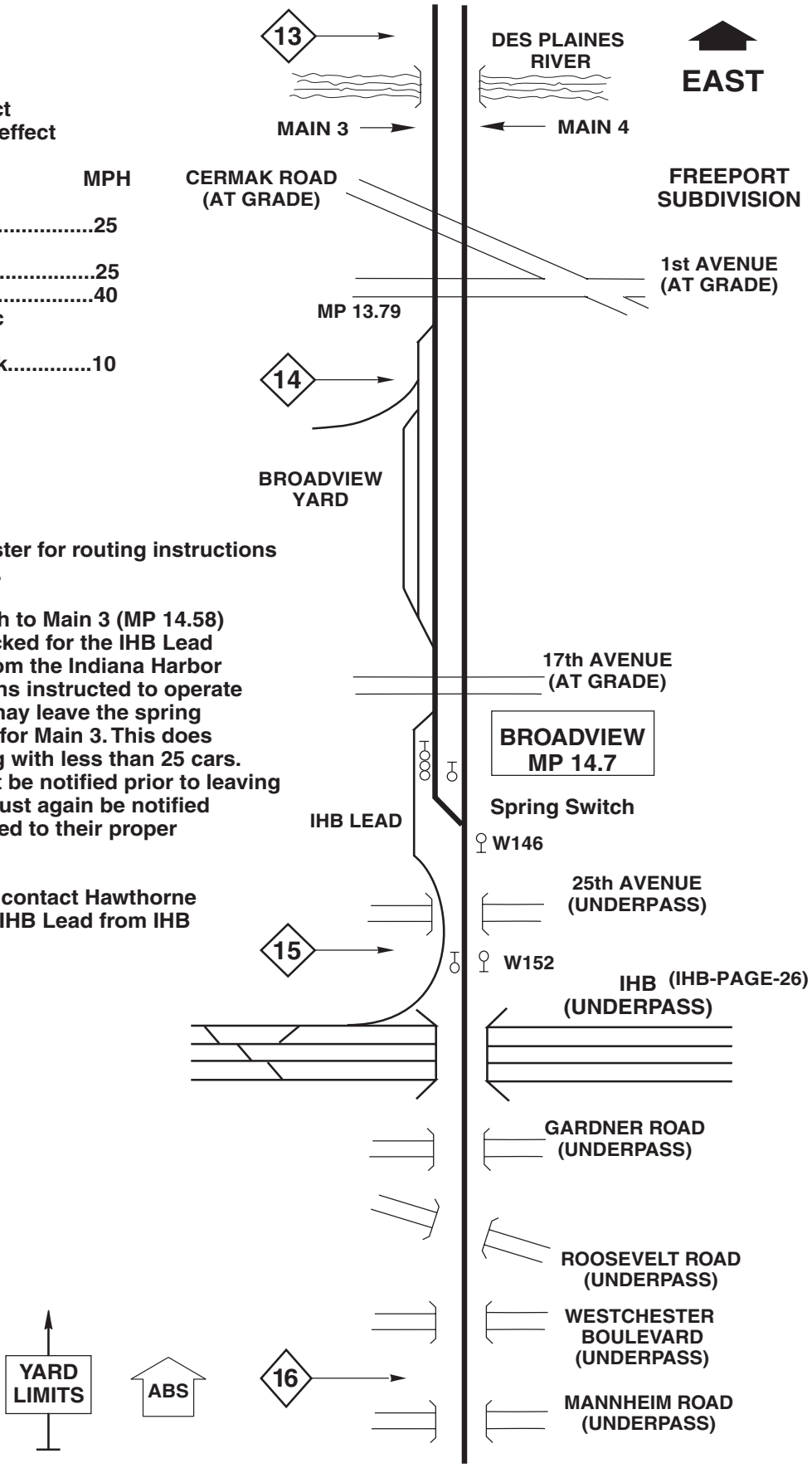
FREEPORT SUBDIVISION
MP 13 to MP 16
ABS and Yard Limits in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS	MPH
BETWEEN	
MP 13 and MP 14.7	25
Through turnout at spring switch MP 14.7	25
MP 14.7 and MP 16	40
Against the current of traffic Restricted Speed.	
Tracks other than Main Track	10

Contact Hawthorne Yardmaster for routing instructions before entering main tracks.

Broadview - IHB Lead Switch to Main 3 (MP 14.58) may be left lined and padlocked for the IHB Lead when moving trains to or from the Indiana Harbor Belt Railroad. Eastward Trains instructed to operate on Main 3 from Broadview may leave the spring switch lined and padlocked for Main 3. This does not apply to trains operating with less than 25 cars. Hawthorne Yardmaster must be notified prior to leaving these switches open, and must again be notified when they have been restored to their proper position.

All trains and engines must contact Hawthorne Yardmaster before entering IHB Lead from IHB Main Track.



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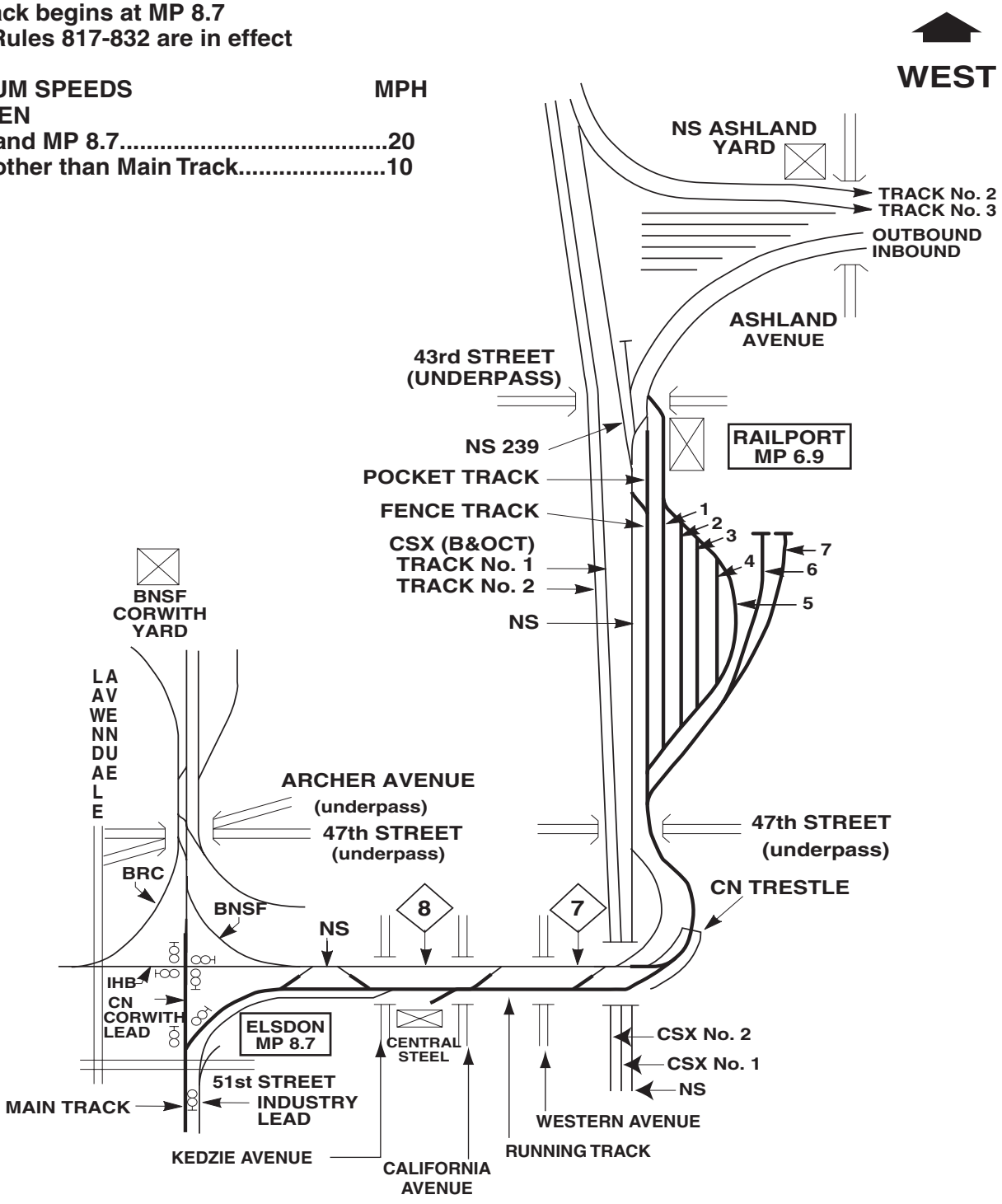
ELSDON SUBDIVISION
MP 5.5 to MP 8.7
Rule 520 in effect between MP 5.5 and MP 8.7
Main track begins at MP 8.7
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS	MPH
BETWEEN	
MP 7.1 and MP 8.7	20
Tracks other than Main Track	10



ELSDON:
Between Elsdon and Railport the track adjacent to and South of the Elsdon Running Track is owned by Norfolk Southern. When necessary to use any portion of this track, contact NS Yardmaster at Ashland Avenue, (AAR 64-64) for permission.

TIME
Eastern Continental Time.

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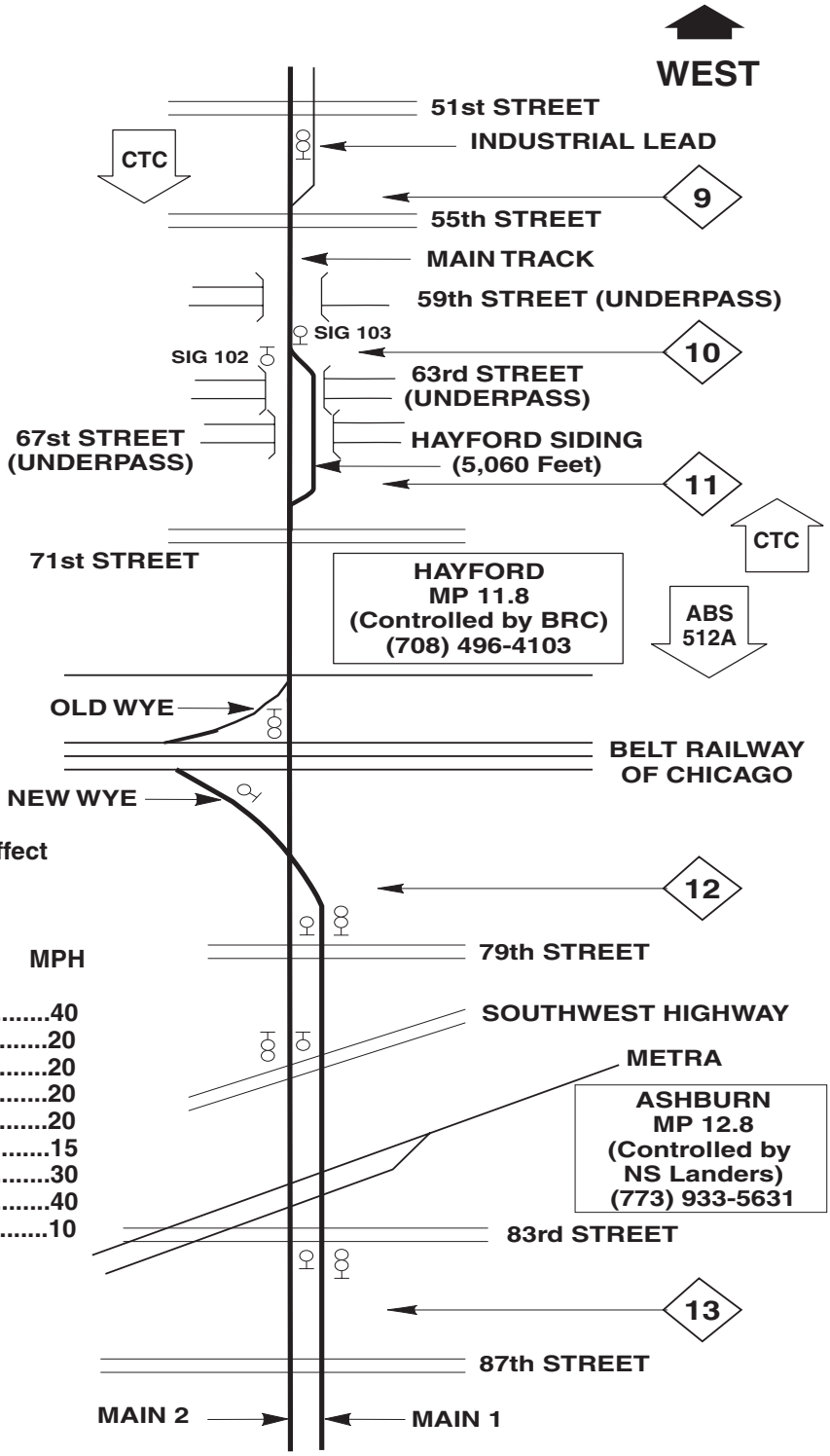

ELSDON SUBDIVISION
MP 8.7 to MP 13.3
CTC in effect MP 8.7 to MP 11.8
ABS and Rule 512 Paragraph A in effect on Mains 1 & 2 MP 11.8 to MP 13.3
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS BETWEEN	MPH
MP 8.7 and MP 11.8	40
MP 9.2 - HER over switch	20
MP 10.2 - HER over switch	20
MP 11.2 - HER over switch	20
MP 11.5 - HER over switch	20
Hayford - BRC Connection	15
MP 11.8 and MP 12.3	30
MP 12.3 and MP 13.3	40
Tracks other than Main Track	10

Hayford - Westward trains clearing CN trackage at Hayford must report time to TD-4 in Troy. Eastward trains must contact TD-4 and report time train enters the Elsdon Subdivision.

BLOCKED CROSSING
When trains are stopped or anticipated to be obstructing 83rd (MP 12.9) and 87th Street (MP 13.3) for more than 10 minutes, contact BI Jct. Operator immediately. When the crossing is clear BI Jct. Operator must be contacted to cancel the report of the block crossing.
TIME
Eastern Continental Time.

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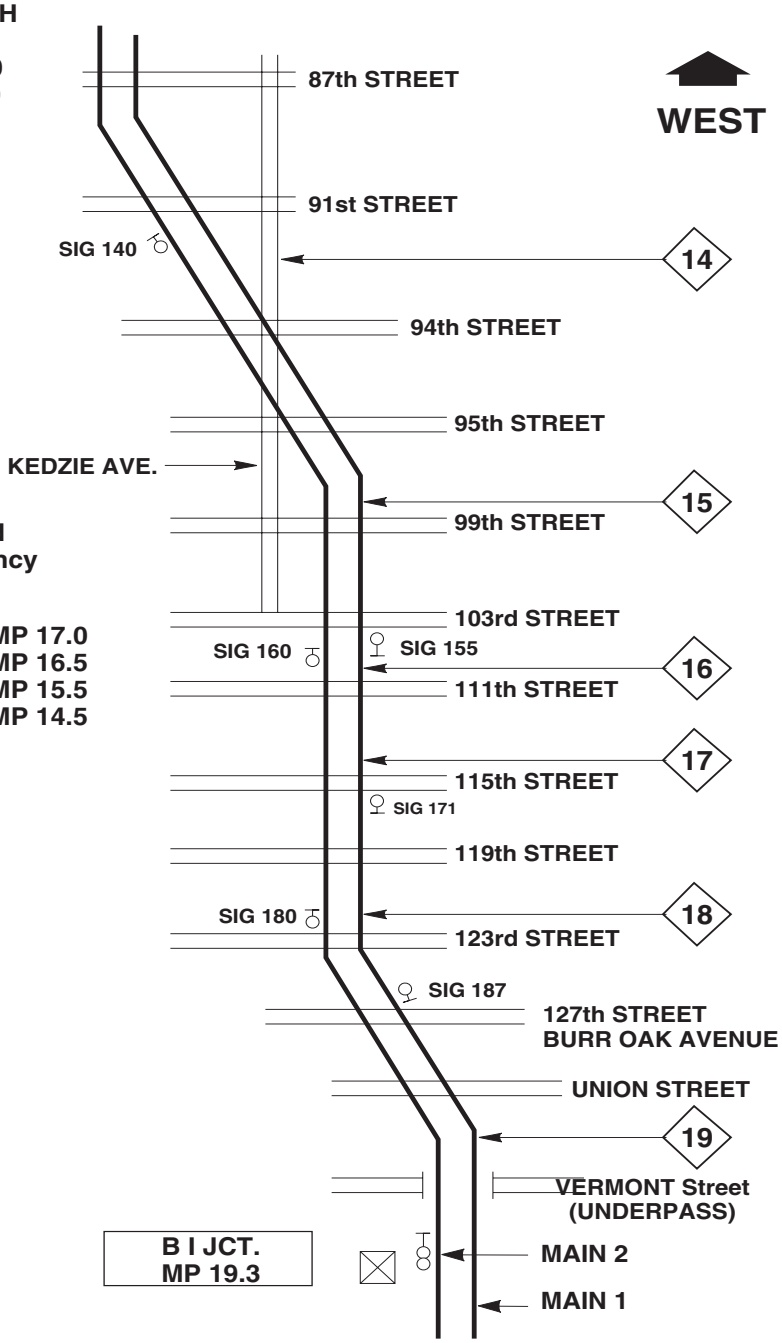
ELSDON SUBDIVISION
MP 13.3 to MP 19.0
Rule 512 Paragraph A in effect on Mains 1 & 2
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS MPH
BETWEEN
MP 13.3 and MP 19.0.....40
Tracks other than Main Track.....10



MP 17 - Chicago Office of Emergency Communication (911) Center has identified the following crossings as critical emergency routes

115th Street..... MP 17.0
111th Street..... MP 16.5
103rd Street..... MP 15.5
95th Street..... MP 14.5

When trains are stopped or anticipated to be obstructing the identified crossings for more than 10 minutes contact B I Jct. Operator immediately. When the crossing is clear B I Jct. Operator must be contacted to cancel the report of the blocked crossing.

Westward movements in excess of 2,900 feet must not pass 115th Street (MP 17.0) until it has been determined that train may proceed through Ashburn and Hayford without delay.

TIME
Eastern Continental Time

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ELSDON SUBDIVISION
MP 19.0 to MP 21.5
ABS and Rule 512 Paragraph A in effect on Mains 1 & 2 between MP 19.0 and Broadway
CTC in effect between Broadway and MP 21.6
Signal Rules 817- 832 are in effect

MAXIMUM SPEEDS **MPH**

BETWEEN	**INTERMODAL**	**FRT**
MP 19 and MP 19.7	40	40
MP 19.7 and MP 20.8	45	45
MP 20.8 and MP 21.5	60.	60

Tracks other than Main Track.....10 MPH

TIME
Eastern Continental Time.

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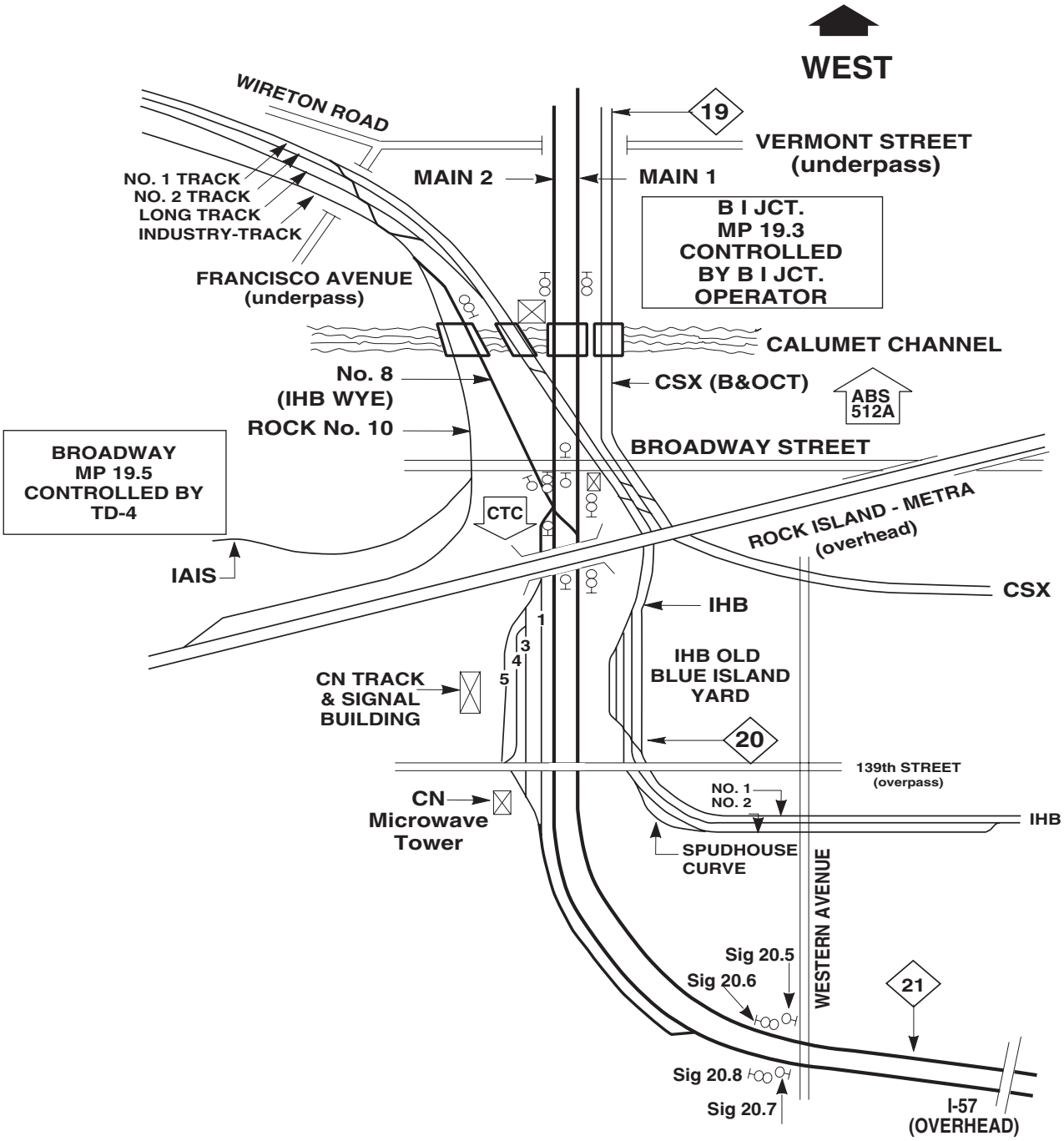
WEST
WIRETON ROAD
19
VERMONT STREET
(underpass)
NO. 1 TRACK
NO. 2 TRACK
LONG TRACK
INDUSTRY-TRACK
MAIN 2
MAIN 1
B I JCT.
MP 19.3
CONTROLLED
BY B I JCT.
OPERATOR
FRANCISCO AVENUE
(underpass)
CALUMET CHANNEL
No. 8
(IHB WYE)
CSX (B&OCT)
ABS
512A
ROCK No. 10
BROADWAY STREET
BROADWAY
MP 19.5
CONTROLLED BY
TD-4
CTC
ROCK ISLAND - METRA
(overhead)
IAIS
CSX
IHB
1
3
4
5
CN TRACK
& SIGNAL
BUILDING
IHB OLD
BLUE ISLAND
YARD
20
139th STREET
(overpass)
NO. 1
NO. 2
IHB
CN
Microwave
Tower
SPUDHOUSE
CURVE
WESTERN AVENUE
Sig 20.5
Sig 20.6
21
Sig 20.8
Sig 20.7
I-57
(OVERHEAD)

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ELSDON SUBDIVISION
MP 21.5 to MP 25.4
CTC in effect on Mains 1 & 2
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS **MPH**

BETWEEN	**INTERMODAL**	**FRT**
MP 21.5 and MP 25.4	60	60
MP 25.2 - UP Crossing	40	30
Thornton Jct.- UP Connection	15	15
CN Jct.- North Wye	10	10
CN Jct.- Southeast Wye	20	20
CN Jct.- Southwest Wye	10	10
CJ Turnout at power switch	25	25

Tracks other than Main Track.....10 MPH

MP 21.9
Trains are prohibited from clearing the main track at Transload Services LLC, MP 21.9.

MP 25.9
Restart signs are located 225 feet east of 170th Street on both mains at MP 25.9. Westward trains that do not have a proceed indication must stop at the restart signs.

Thornton Jct. – UP crossing:
Unless relieved by the RTC, when signal displays stop indication and no conflicting movement is evident, be governed as follows:
• After stopping, move at least 20 feet past the signal but not foul of the crossing.
• Wait 5 minutes, and then proceed at Restricted Speed.

Thornton Jct.:
Track & Time as prescribed by Rule 902 is not in effect at UP Crossing.

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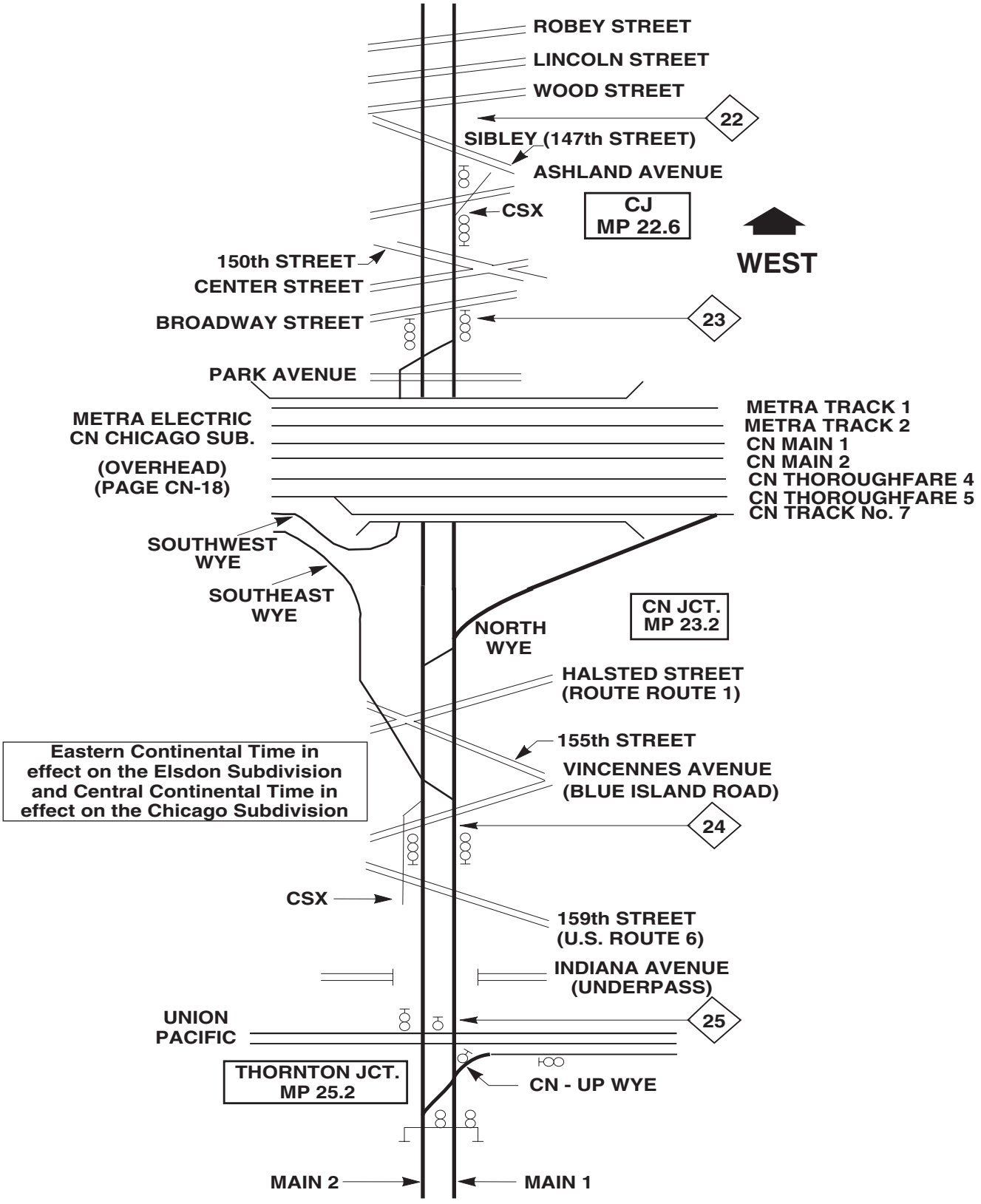
ROBEY STREET
LINCOLN STREET
WOOD STREET
22
SIBLEY (147th STREET)
ASHLAND AVENUE
CSX
CJ
MP 22.6
WEST
150th STREET
CENTER STREET
BROADWAY STREET
23
PARK AVENUE
METRA ELECTRIC
CN CHICAGO SUB.
(OVERHEAD)
(PAGE CN-18)
METRA TRACK 1
METRA TRACK 2
CN MAIN 1
CN MAIN 2
CN THOROUGHFARE 4
CN THOROUGHFARE 5
CN TRACK No. 7
SOUTHWEST
WYE
SOUTHEAST
WYE
CN JCT.
MP 23.2
NORTH
WYE
HALSTED STREET
(ROUTE ROUTE 1)
155th STREET
VINCENNES AVENUE
(BLUE ISLAND ROAD)
Eastern Continental Time in
effect on the Elsdon Subdivision
and Central Continental Time in
effect on the Chicago Subdivision
24
CSX
159th STREET
(U.S. ROUTE 6)
INDIANA AVENUE
(UNDERPASS)
UNION
PACIFIC
25
THORNTON JCT.
MP 25.2
CN - UP WYE
MAIN 2
MAIN 1

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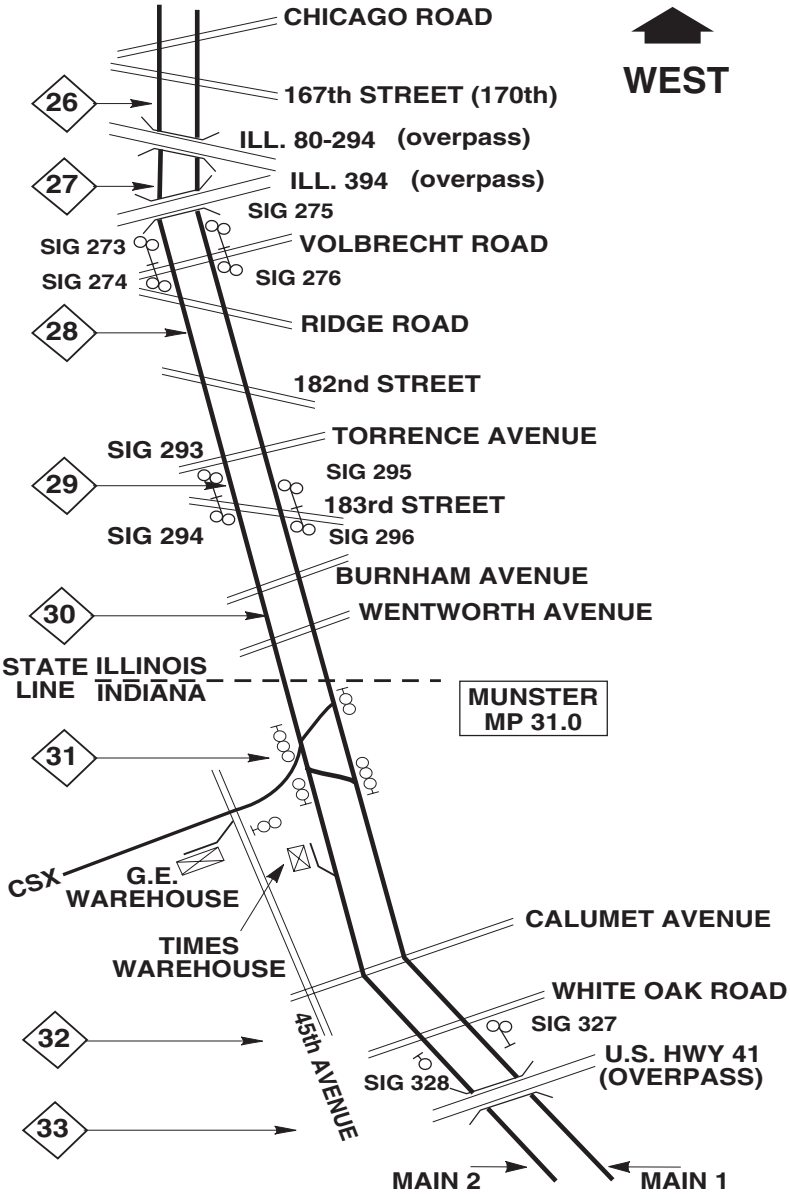
ELSDON SUBDIVISION
MP 25.4 to MP 33.9
CTC in effect
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS	MPH	
BETWEEN	INTERMODAL	FRT
MP 25.4 and MP 33.9	60	60

Tracks other than Main Track 10 MPH

TIME
Eastern Continental Time.



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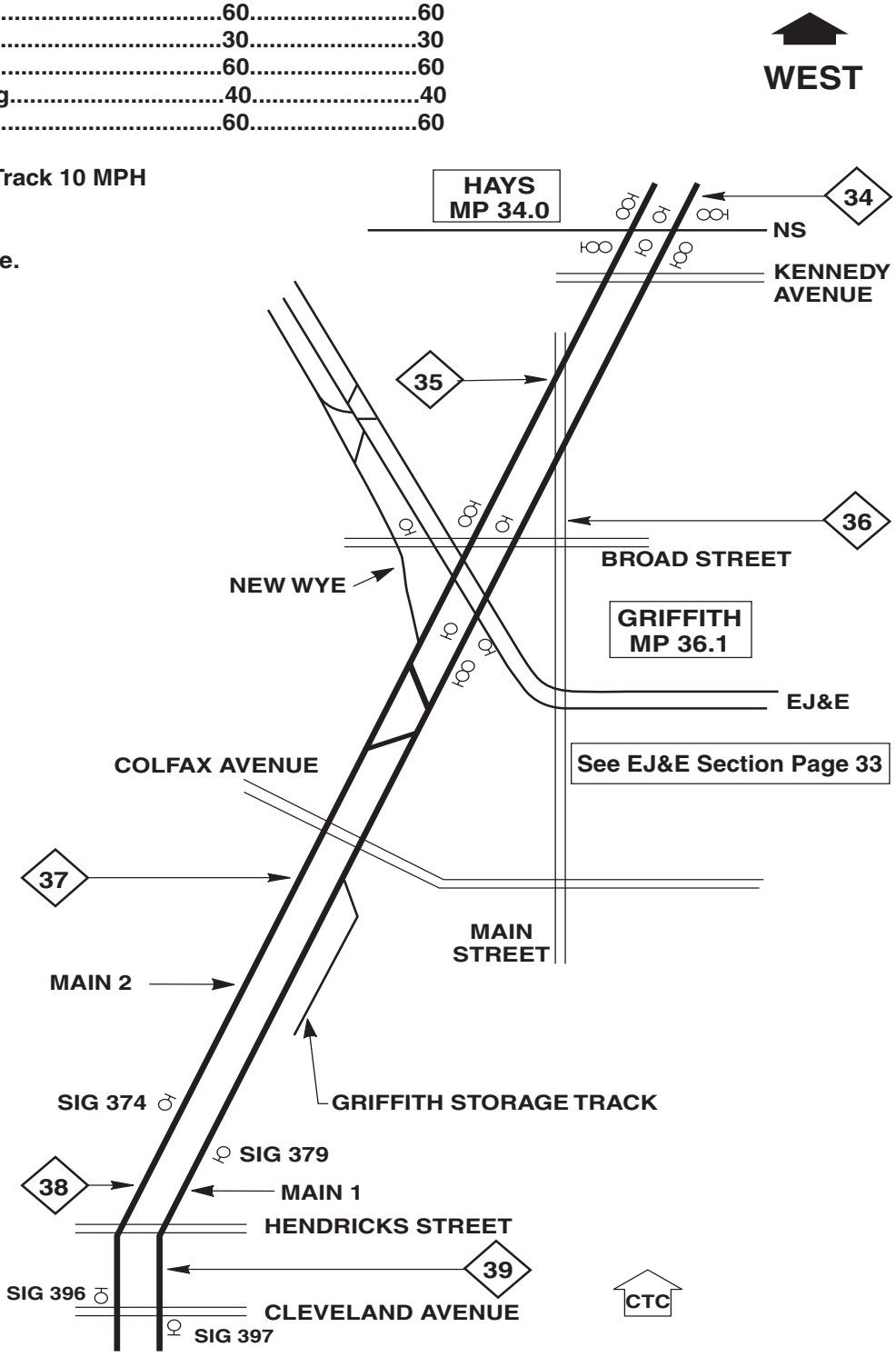
ELSDON SUBDIVISION
MP 33.9 TO MP 36.1
MP 36.1 to MP 39.5
CTC in effect
Signal Rules 817-832 are in effect

MAXIMUM SPEEDS **MPH**

BETWEEN	INTERMODAL	FRT
MP 33.9 and MP 34	60	60
MP 34 - NS Crossing	30	30
MP 34 and MP 36.1	60	60
MP 36.1 - EJ&E Crossing	40	40
MP 36.1 and MP 39.5	60	60

Tracks other than Main Track 10 MPH

TIME
Eastern Continental Time.



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WAUKESHA SUBDIVISION
MP 21 TO MP 17.8
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEED BETWEEN	**MPH PSGR/INTERMODAL**	**FRT**
MP 21 and MP 20.1(HER)	40	40
MP 20.1 and South Des Plaines	60	50
South Des Plaines - through turnouts	40	40
South Des Plaines and Jct. 19 - Main 2	40	35
South Des Plaines and Jct. 19 - Main 1	60	60
Jct. 19 - through turnouts	25	25
Jct. 19 and MP 17.8	60	50
Schiller Park Yard Lead - through turnout MP 19.9	25	25
Schiller Park Yard Lead - MP 19.9 and MP 18.7	25	25

Tracks other than Main Track.....10 MPH.
Turnouts unless otherwise noted.....10 MPH.

Locomotive Whistle Quiet Zone
Locomotive Whistle Quiet Zone in effect between MP 21 and MP 17.8

MP 20.5
NWD trains must not pass the "NWD HOLDING POINT" sign located just north of the Willow Creek Bridge until a signal to proceed is received at Jct. 20 or verbal instruction to proceed is received from the RTC

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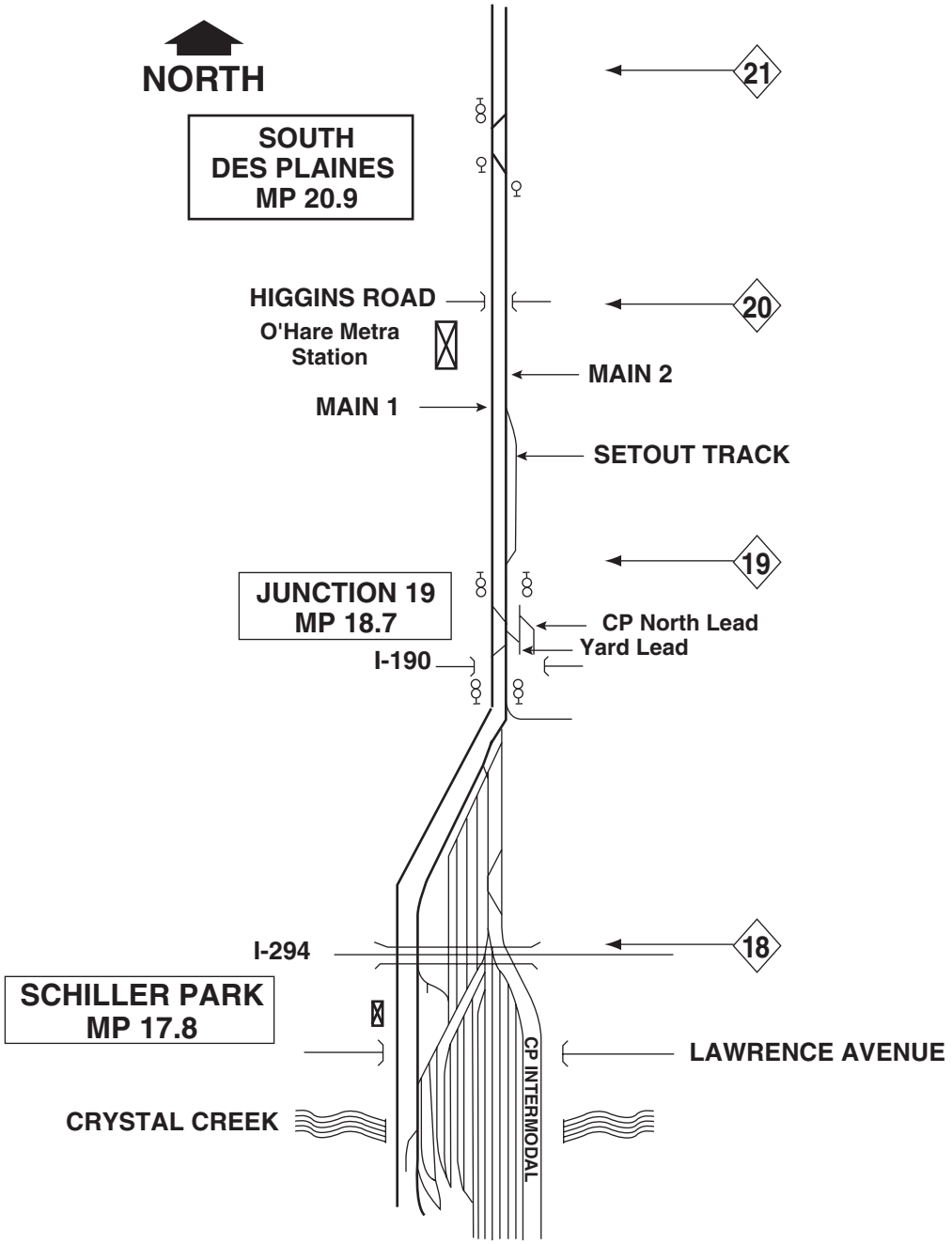
NORTH
SOUTH
DES PLAINES
MP 20.9
21
HIGGINS ROAD
O'Hare Metra
Station
20
MAIN 2
MAIN 1
SETOUT TRACK
19
JUNCTION 19
MP 18.7
CP North Lead
Yard Lead
I-190
I-294
18
SCHILLER PARK
MP 17.8
LAWRENCE AVENUE
CP INTERMODAL
CRYSTAL CREEK

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WAUKESHA SUBDIVISION
MP 17.8 to MP 15
CTC in effect
Signal Rules 803-816 are in effect

MAXIMUM SPEEDS BETWEEN	MPH PSGR/INTERMODAL	FRT
MP 17.8 and MP 17.1	60	50
Jct. 17 - through turnouts	25	25
MP 17.8 and MP 17.1 - Brush Lead	20	20
MP 17.1 and Tower B-12 (Main 1)	50	40
MP 17.1 and Tower B-12 (Mains 2 & 3)	25	25
MP 17.1 and Tower B-12 (West Freight Lead)	25	25
CP Lead - through crossover	25	25
MP 15.6 - Belmont Ave. (HER)	30	30
Tower B-12 - Connections to Metra/CP	25	25
Tower B-12 - through turnouts	25	25
Tower B-12 and MP 15	30	30

Tracks other than Main Track.....10 MPH
Turnouts unless otherwise noted.....10 MPH

Locomotive Whistle Quiet Zone
Locomotive Whistle Quiet Zone is in effect between MP 17.8 and MP 15 excluding Belmont Ave. (MP 15.6).

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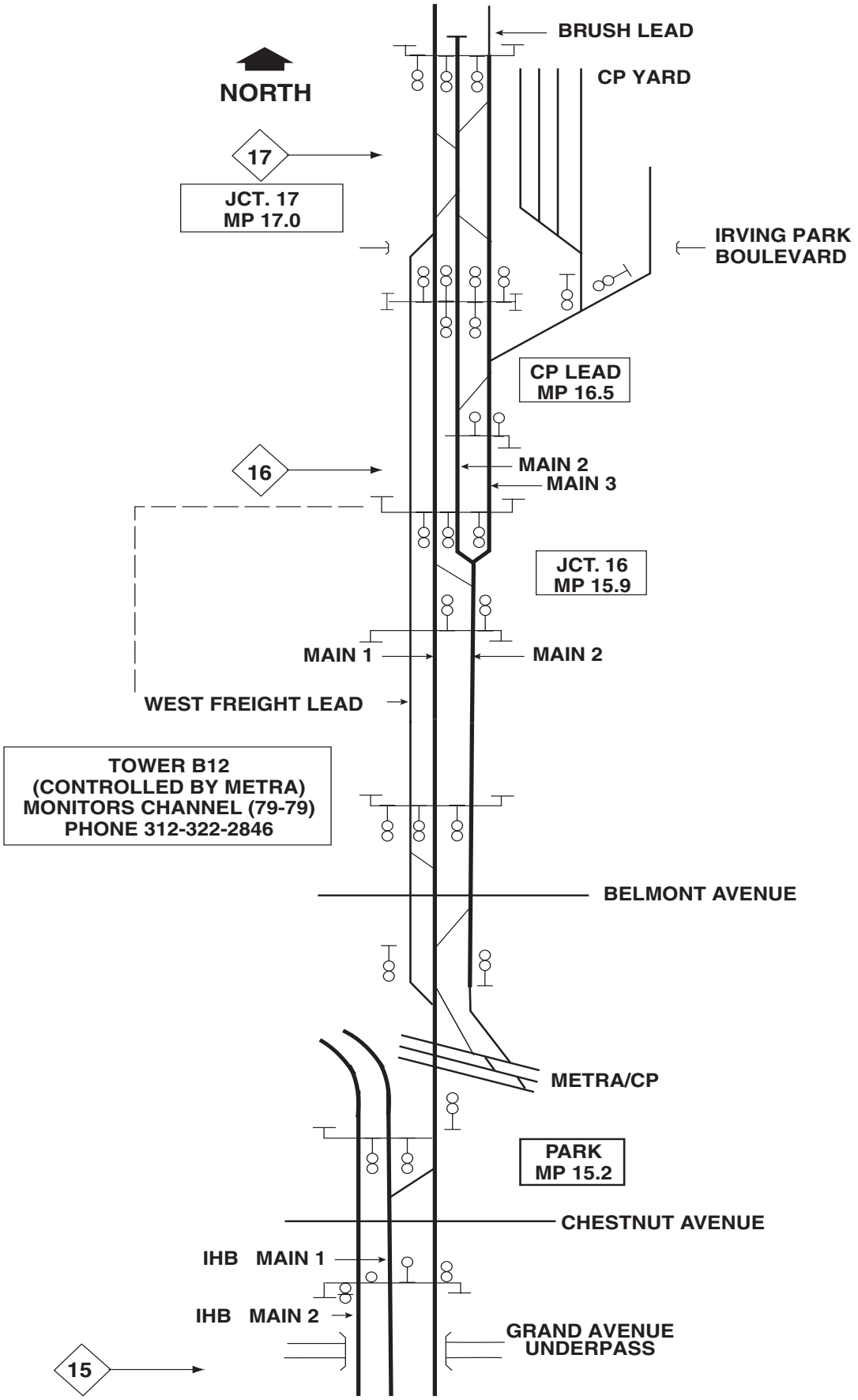
BRUSH LEAD
NORTH
CP YARD
17
JCT. 17
MP 17.0
IRVING PARK
BOULEVARD
CP LEAD
MP 16.5
16
MAIN 2
MAIN 3
JCT. 16
MP 15.9
MAIN 1
MAIN 2
WEST FREIGHT LEAD
TOWER B12
(CONTROLLED BY METRA)
MONITORS CHANNEL (79-79)
PHONE 312-322-2846
BELMONT AVENUE
METRA/CP
PARK
MP 15.2
CHESTNUT AVENUE
IHB MAIN 1
IHB MAIN 2
GRAND AVENUE
UNDERPASS
15

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WAUKESHA SUBDIVISION
MP 15 to MP 10.9
CTC in effect MP 15 to MP 11
ABS and Yard Limits in effect between MP 11 and MP 10.9
Signal Rules 803-816 are in effect

MAXIMUM SPEED BETWEEN	**MPH FRT**
MP 15 and Forest Park	30
Forest Park - through turnout	25
Forest Park and Madison St	10

Tracks other than Main Track.....10 MPH.

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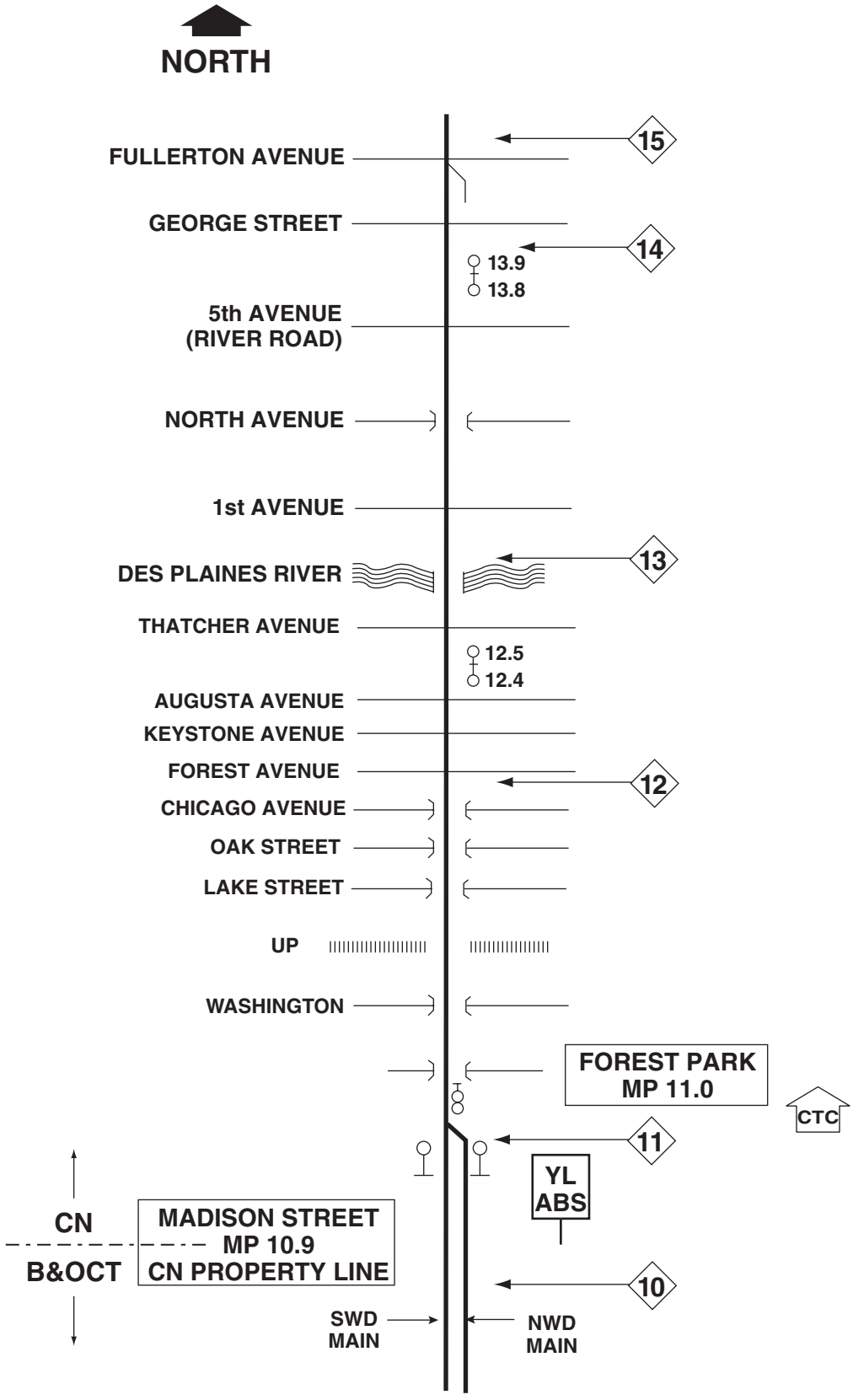
NORTH
FULLERTON AVENUE
15
GEORGE STREET
14
13.9
13.8
5th AVENUE
(RIVER ROAD)
NORTH AVENUE
1st AVENUE
DES PLAINES RIVER
13
THATCHER AVENUE
12.5
12.4
AUGUSTA AVENUE
KEYSTONE AVENUE
FOREST AVENUE
12
CHICAGO AVENUE
OAK STREET
LAKE STREET
UP
WASHINGTON
FOREST PARK
MP 11.0
CTC
11
YL
ABS
CN
B&OCT
MADISON STREET
MP 10.9
CN PROPERTY LINE
10
SWD
MAIN
NWD
MAIN

.

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CANADIAN PACIFIC

The glossary and rules listed apply to operating between Cicero West and Bensenville, part of the Elgin Sub

SPECIAL INSTRUCTIONS

GLOSSARY addition

Tabular General Bulletin Order (TGBO) – document providing, in a tabular format, the information or instructions contained in each track bulletin, which affect a train or engine within specified limits

Short Car Coupled to Long Car (32/65 Rule and 41/80 Rule)
A car with an outside length less than 32 feet must not be coupled to a car or platform greater than 65 feet in outside length.
A car with an outside length less than 41 feet (other than operating cabooses or "crew transportation cars") must not be coupled to a car or platform greater than 80 feet in outside length.

Maximum Trailing Car Tonnage for Cars Longer than 65 Feet
On Mixed Trains handling cars longer than 65 feet and less than 45 tons must not have more than 9550 maximum trailing car tonnage.

Within Bensenville Yard when handling railcars 89 feet or longer or Multi-Platform cars, no more than 12 powered axles may be used when moving backward, shoving or doubling over.
Note: In application of the above the following table will be used to determine the number of powered axles.

Locomotive Model	Number of Powered Axles
MP15, SW15, GP7, GP9, GP38, GP40,	4
GP60 SD10, SD39, SD40, SD40-2	6
SD60	8
SD70, SD70MAC, SD80 SD90, SD90MAC, GEDASH8 GE AC4400	12

Rule 1.48 Verbal Communications
Crew members are jointly responsible to make verbal communication between each other and confirm it is properly understood any of the following work activities apply to them:

- Switches are properly lined and/or locked, confirming route to be used,
- Derails are properly applied or removed,
- Handbrakes are applied or released,
- Shove movements are protected,
- Employees are getting on or off moving equipment,
- Employees crossing between equipment,
- When a situation changes,
- When entering a track with restricted clearance,
- When cars are left out to foul a another track during switching,
- Before entering a classification track in a hump yard,
- Before entering a main track to confirm movement authority,
- Before reporting a track release.

This rule will also apply to other employees, where applicable.

Rule 5.4.2 Display of Yellow Flag – is modified as follows:
Two miles Ahead of Restricted Area – second sentence changed to read:
When yellow flags are displayed they will be displayed 2 miles before the restricted area.

When yellow flags are not displayed 2 miles in advance of the restriction, track bulletin will state: "Yellow flag not displayed for (direction) trains."

Rule 5.4.3 Display of Yellow-Red Flag – is modified as follows:
Two miles Ahead of Restricted Area – second sentence changed to read:
When yellow-red flags are displayed they will be displayed 2 miles before the restricted area.

When yellow-red flags are not displayed 2 miles in advance of the restriction, track bulletin will state: "Yellow Red flag not displayed for (direction) trains."

Rule 5.4.5 Display of Green Flag – first bullet changed to read:

- Place a yellow flag in advance of the first location.

Rule 5.5 Permanent Speed Signs – Modified by the addition of the following:

Speed signs will not apply to train restricted to a slower speed by track bulletin, general order, timetable or other instruction.
Speed signs on the Elgin Subdivision will be placed 3,000 feet in advance of permanent speed restrictions. At the end of each restriction, a speed sign will be placed to indicate a higher speed, as applicable.

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Rule 6.2 Initiating Movement – following added as last paragraph:

Foreign railroad train movements on CPR dispatched trackage must obtain a TGBO before entering CPR dispatched tracks.

Rule 6.2.1 TRAIN LOCATION – following paragraph added as follows:

The main track or controlled siding must not be entered or fouled until the movement has passed the point where the track will be entered or fouled.

Rule 6.3 Main Track Authorization – is added to as follows:

Overlapping Authority

When a movement authority, such as Track and Time is issued, indicating that overlapping limits will be jointly occupied with employee(s), no movement may move within those joint limits until permission is received from the employee(s) listed on the authority.

Employees contacted for permission to enter joint limits will designate name of Employee in Charge and state location of working limits. Employee granting permission to enter joint limits will record the identification of the movement and working limits on the Working Limits form. Once this information is granted, received, repeated and recorded, movements may then move into the joint limits. Movements within working limits are under the direction of the Employee in Charge.

If more than one employee is listed within the overlapping limits, one employee may be assigned as the Employee in Charge for all other employees listed within the joint limits. The Employee in Charge will state so in instructions given to movements giving names of other employees under their working limits. Contact with other employee(s) in this case is not necessary.

Instructions on designating Employee in Charge or establishment of working limits may be relayed through the train dispatcher or other employees.

Trains must move at restricted speed within joint authorities. When trains are given joint authorities with other trains, contact with each train is not required.

Rule 6.21.1 Protection Against Defects – is added to as follows:

If a train operating at restricted speed discovers a broken rail, before completing movement over it, train must stop and wait for maintenance personnel to determine if it is safe to proceed or if repairs must be made. Permission for train to proceed must be received from the train dispatcher or control operator.

Rule 6.23 Emergency Stop or Serve Slack Action – Inspection of Cars and Units is added to as follows:

Inspection must be made of all cars, units, equipment and track and it must be known by inspection that equipment and track are in safe condition, that all wheels are properly positioned on the rail and train is complete before proceeding. After inspections are completed, the train dispatcher must be notified of the inspection results before proceeding.

A. Emergency Brake Application
Trains that are stopped by an emergency brake application must make a pull-by inspection not to exceed 10 MPH after the brakes are released as indicated by the end of train device or air flow indicator, on at least one side of the train to check for evidence of defective or derailed equipment. At locations where a pull-by inspection cannot be made, the train may proceed not exceeding 10 MPH to the first location where a pull-by inspection can be made.

B. Severe or Unusual Slack Action
If severe or unusual slack action was experienced when stopping or if excessive power is required to start train, a walking inspection of the train must be performed before moving train. When walking conditions make it impracticable, inspect as much of the train as possible, then train may be moved not to exceed 10 MPH until inspection can be completed. If excessive power is required to move train, train must be stopped immediately and the cause determined for the use of excessive power.

C. Pull-by Inspection Not Required
A pull-by inspection will not be required if all of the following conditions are met:
- The emergency brake application is not the first occurrence for that train consist.
- Train tonnage is less than 6000 tons or train tonnage is 6,000 or more and each car exceeds 100 gross tons.
- Speed at time of emergency brake application was greater than 25 MPH.
- The emergency brake application occurs within 15 seconds of initiating a service brake application.

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- No severe or unusual slack action is experienced during the stop.
- When brakes are released, the air flow indicator and the rear car brake pipe pressure readings indicate no loss of air pressure.
- The train contains no loaded placarded tank cars or a car, trailer or freight container placarded "Explosives A."

If the train does not meet all of the above requirements a visual inspection must be made as outlined under Item A or B.

D. Derailment Inspection
If a derailment has occurred and crew is instructed to handle a portion of their train beyond the derailment, the crew must inspect all cars before movement can be made, paying attention to journal boxes, shifted loads, side bearing clearances, etc. If cars are left at site of derailment, it must be ascertained that the cars have been inspected and if not, train crew must inspect before moving cars. Engineers must inspect all units in their consist.

Rule 6.30 Receiving or discharging passengers – is changed to read as follows:

When a passenger train is receiving or discharging traffic the following will apply:

- Train, engine, or on-track equipment must not pass between the standing train and the station platform being used. A passenger train that will make a station stop that will result in receiving or discharging passengers across a main track or controlled siding intervening between train and the station platform will make radio announcement as follows:
  "(Train) approaching (station) will be making passenger stop on (track)"
  The train will be required to make a radio announcement to advise other movements when it begins leaving the passenger station stop.

- Train, engine, or on-track equipment approaching on an adjacent track must not pass that train, unless one of the safe guards is established:

1. Intertrack fencing is provided and affected pedestrian crossings are blocked,
   or
2. A crew member is stationed at the rear of stopped passenger train to prevent pedestrians from crossing and pedestrian crossings are blocked.

- A passenger train must not depart a station when a train or engine is seen approaching until leading end of approaching train has passed rear of standing train, unless communication has been established to ensure safe guards.

- At initial stations trains that are standing near crosswalks, must have crew member in position to protect passengers against approaching movements on adjacent tracks.

Train or engine on an adjacent track must ring bell approaching and passing a passenger train at a station and sounding whistle, as necessary.

6.32.2 Automatic Warning Devices - Under Item A Automatic Warning Devices Malfunctioning is changed as follows:

If…
Someone is not at the crossing to provide warning.

Then….
Stop before occupying the crossing. After a crew member is on the ground at crossing to warn highway traffic, proceed over the crossing on signal from that crew member
or
When instructed by the train dispatcher or proper authority, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing, then proceed at normal speed.

Rule 7.1 Switching Safely and Efficiently

Where clearance point of tracks are so indicated by marking or markers, such as, derails, signals, or other methods, cars will be left behind those points without fouling adjacent tracks. Where marking or markers are not located on a track to indicate clearance point, cars must be shoved at least one car length beyond where clearance point is thought to be to make sure that adjacent tracks are not fouled before leaving cars.

Rule 7.6 Securing Cars or Engines - Following added as General requirements for application of hand brakes:

When leaving railway equipment, the MINIMUM number of hand brakes must be applied as indicated in the following table, unless otherwise noted in subdivision instructions.

1 - 2 car..... 1 hand brake
3 - 9 cars.....2 hand brakes.
10 - 19 cars.....3 hand brakes
20 - 29 cars.....4 hand brakes
30 - 39 cars.....5 hand brakes
40 - 49 cars.....6 hand brakes
50 - 59 cars.....7 hand brakes
60 - 69 cars.....8 hand brakes

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70 - 79 cars.....9 hand brakes
80 - 89 cars.....10 hand brakes
90 - 99 cars.....11 hand brakes
100 - 109 cars.....12 hand brakes
110 - 119 cars.....13 hand brakes
120 - 129 cars.....14 hand brakes
130 - 139 cars.....15 hand brakes
140 - 149 cars.....16 hand brakes

Additional hand brakes may be required depending on the following variables:
• Total number of cars.
• Whether cars are loaded or empty.
• Track grade.
• Hand brake force applied.
• Weather conditions.

It must be kept in mind that there may be situations where all hand brakes must be applied when securing equipment. It is acceptable to include the hand brakes that are applied on locomotives in order to satisfy the requirement of the table.
On multiple-platform cars, each platform is to be considered one car. When required, apply all hand brakes on multiple-platform cars.
EXCEPTION:
Bensenville Yard - A minimum of 3 hand brakes required on all yard track locations except classification tracks.

Schiller Park - A minimum of 2 hand brakes required on all yard track locations.

Rule 10.3 Track and time – added to second paragraph as follows:
When track and time includes “switch yes” limits will include the switch and track between absolute signals governing movement over the switch.

Rule 10.3.3 Joint Track and Time – is changed to read as follows:

Where limits will be jointly occupied, control operator will state in the track and time being granted the name or identification of movement that is already occupying the same limits. Trains must move at restricted speed within joint track and time limits.

Rule 15.1 – Tabular General Bulletin Orders
A train or engine must not enter or move on a main track, controlled siding, a signaled track or other track when specified by special instructions, unless in possession of a TGBO addressed to their movement. A TGBO is only valid within the limits specified on the TGBO. A TGBO will include the track bulletins that contain information on all conditions that affect safe train or engine movement. Foreign railroad train movements on CPR dispatched trackage must obtain a TGBO before entering CPR dispatched tracks.

A TGBO must not be changed unless specified by Rules 15.1.1 (Changing Address of TGBO), Rule 15.13 (Canceling Tabular General Bulletin Order and Track Bulletins), or Rule 15.7 (Copying Track Bulletins).

RECEIPT AND COMPARISON
The conductor and engineer must receive a TGBO at their initial station, unless otherwise instructed by the train dispatcher or special instructions. Each crew member must read and understand them. All crew members are responsible for complying with the requirements of track bulletins and reminding each other of those requirements.
A TGBO will be addressed to a train symbol, or name of crew member. A direction will not be given in the address.
Crew members must check the TGBO for:

- Correct address
- Coverage over entire route that train will operate
- All pages of the TGBO are included and correctly printed.

If any of the three items above are missing or wrong within the TGBO, train dispatcher must be contacted for further instructions or changes, as applicable, before proceeding.

Crew members are responsible for ascertaining that all documents are printed and correct when received from a Field Information Terminal (FIT) or Facsimile (FAX) machine.

When receiving a TGBO from the Field Information Terminal (FIT), once verified that the document is correct, crew member will acknowledge the prompt on the screen of the FIT before leaving.

If unable to obtain a TGBO from the FIT or FAX contact the train dispatcher for further instructions.

15.1.1 Changing Address of Tabular General Bulletin Order

When a change of an engine identifying number is required on a TGBO, the train dispatcher will transmit the TGBO number, and engine identifying number followed by the new engine identifying number. A crew member will then draw a line through the previous engine identifying number and write the new engine identifying number in the space marked “New Lead Engine” on the first page of the TGBO. A crew member must repeat the new engine identifying number which must be verified by the train dispatcher. The train dispatcher will then transmit an OK time and their initials which must be copied and acknowledged by the crew member.

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(Note: New Lead Engine on first page of TGBO refers to the trains engine identifying number in accordance with Rule 5.11 (Engine Identifying Number).

Rule 15.2 Protection by Track Bulletin Form B
Change Entire Rule to Read:
-Red Flag) and Rule 5.4.7 (Display of Red Display track flags as specified in Rule 5.4.3 (Display of Yellow Flag or Red Light).

A train must not enter the limits unless instructed by the employee in charge. A train within the limits at the time the track bulletin Form B takes effect must not make further movement until instructed by the employee in charge.

A crew member must attempt to contact the employee in charge of a track bulletin Form B to avoid delay before entering the limits, giving the train's location and track being used. The employee in charge will use the following format to establish communication with the train:

Foreman (name and/or gang number) using Track Bulletin No.____ (specifying line number when necessary) between MP____ and MP____ (specifying subdivision when necessary).

Trains within the limits of a track bulletin Form B, unless otherwise restricted, must move at the speed(s) specified by the employee in charge as stated in Item A (Instructions).

A. Instructions

After communication with the train has been established, the employee in charge will use the following format to grant a train permission to proceed through the Form B limits:

- (Train ID) may pass the red flag (or red light) at MP____ (without stopping) and proceed at (one of the following), (specifying track when necessary):
  - "Maximum Authorized Speed"
  - "Restricted Speed"
  - A speed specified by the employee in charge

Two additional speeds may be given to restrict a train's movement through a portion of the limits, by adding the following:

- Do not exceed ____MPH between/at MP____ and MP____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

- Stop at MP____ (or other location) until additional instructions are received.

When men or equipment foul adjacent track(s), add the following:

- Men or equipment fouling (specify track).

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route. The movement must not change direction without permission from the employee in charge.

GCOR paragraphs "C" and "D" are deleted entirely on CP property.

Rule 15.7 Copying Track Bulletins changed to read as follows:
Additional track bulletins must be copied on the form provided for this purpose. In addition, in order that additional track bulletins are not overlooked, a reference to the new track bulletin number(s) must be recorded by the crew member on all TGBO copies **in the appropriate sort location. Such as "*See TB No C1234*."**

Rule 15.8 Duplicating Tabular General Bulletin Orders (TGBO) or Track Bulletins
Employees who reproduce a TGBO or track bulletins with a duplicating machine do not need to repeat them to the train dispatcher.

Duplicated TGBO or track bulletins must not be delivered or used until they are checked and verified as:

- Legible
- Duplicated in their entirety.

Rule 15.9 Mechanical Transmission of Tabular General Bulletin Orders

Repetition is not required when TGBO or track bulletins are transmitted mechanically.

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Rule 15.10 Retaining Tabular General Bulletin Orders and Track Bulletins

When required, the crew of a train may use the same TGBO for a return movement or next tour of duty. Verbal authorization from the train dispatcher must be obtained unless otherwise specified by special instructions. Before initiating movement on the main track on the next tour of duty, a crew member must verify with the train dispatcher that no additional track bulletins are needed. Train dispatcher must check the protection list for such train and ensure crew is in possession of all applicable track bulletins.

Rule 15.12 Relief of Engineer or Conductor During Trip changed to read as follows:

When a conductor or engineer are relieved before a trip is finished, they must deliver all mandatory directives, TGBO and instructions to the relieving conductor or engineer.

If they cannot personally deliver the mandatory directive or TGBO to the relieving crew, the conductor will leave them at a location designated by the train dispatcher.

Before a deadhead crew or relief crew departs from their originating terminal, they must contact the train dispatcher for instructions on mandatory directives and TGBO.

If a new TGBO is issued at the originating terminal, for a train that is still enroute the train symbol for the train to be relieved may be followed by the letter "R".
Such as: "19901R"

COMPARISON OF INFORMATION
The relieving conductor and engineer must compare mandatory directives, TGBO, instructions and pertinent information with each other and the train dispatcher before proceeding.

When a TGBO compare is required, the crew must provide the identification to the train dispatcher. After entering the identification or TGBO number in the TGBO system, the train dispatcher will repeat the number from the screen, which must be acknowledged by the conductor or engineer if correct.

The train dispatcher must transmit applicable track bulletin and track bulletin cancellations, if any to relief crew.

15.13 Canceling Tabular General Bulletin Order and Track Bulletins
TGBO and track bulletins in the possession of train or engine crew are in effect for the entire tour of duty unless canceled, expired on time or a new TGBO is received.

A crew in the possession of a train specific TGBO will report to the train dispatcher when train or engine has reached its final terminal, cleared the TGBO limits, ties up at the end of a shift or when the use of the TGBO is no longer required, unless relieved by Rule 15.10 (Retaining Tabular General Bulletin Orders and Track Bulletins) or advised otherwise by train dispatcher. The report information may be relayed to the train dispatcher by the yardmaster or by telephone answering service, where available, by giving the train symbol and engine identifying number, if applicable, date, time, occupation and name of employee.

The train dispatcher must not release a TGBO from the computer system until they have ascertained that the train has left the TGBO limits, crew has tied up, train is clear of the main track or the crew is removed from the train. The information from yardmaster or telephone answering system may be used to release a TGBO from the system.

When required, a TGBO may be canceled verbally by the train dispatcher but not until both the conductor and engineer have been advised. The employee who acknowledges the cancellation to the train dispatcher must advise all crew members accordingly.

The train dispatcher may verbally cancel a Track Bulletin stating:

- TB No (number) is canceled (dispatchers initials)

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher. If correct the train dispatcher will respond OK stating time and train dispatcher initials.

or

The train dispatcher may verbally cancel a TGBO stating:

- TGBO No (number) is canceled at (time) (dispatchers initials)

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher. Acknowledging the cancellation by stating occupation and name.

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Weather Warnings:

A SEVERE WEATHER WARNING is categorized as excessive wind, tornado, earthquake or other weather concerns but not including a FLASH FLOOD WARNING. When a SEVERE WEATHER WARNING is received the train dispatcher will:
• Notify all trains within the approximate weather warning area(s) of weather alert information.

• Discuss with each affected train field weather conditions.

• Based on ascertained weather conditions determine operating plan:

1. Proceed at authorized track speed.
2. Proceed prepared to stop not exceeding 25 MPH
   or
3. Stop train movements.

Trains once stopped may proceed prepared to stop not exceeding 25 MPH

When the train dispatcher determines one of the following:

• Weather warning is cancelled.
• Weather within the area is clearing as determined by crew(s) on stopped train(s).
  or
• Assistant Manager Train Dispatcher okays movement.

Train may resume maximum speed after track inspected, reported safe and notified by:

• Track Inspector.
• Track Maintenance Supervisor.
  or
• Assistance Manager Train Dispatcher which may be relayed through the train dispatcher.

When a FLASH FLOOD WARNING is received, the train dispatcher will be immediately advised to notify train crews and other employees of the specific conditions. Train dispatchers will also inform crews of these trains to reduce speed through the limits as follows:
• Passenger trains maximum of.....50 MPH
• Freight trains maximum of.....40 MPH

These temporary speed restrictions are to remain in effect until a special inspection has been done. Once the warning has expired or is cancelled, or the track has been inspected, local personnel will assess the need for modification to the speed restrictions as conditions warrant.

RADIO CHANNELS

CPR Radio Channel No . 2 (AAR 94) in use between Cragin and Bensenville.

CPR Radio Channel No. 3 (AAR 65) in use at Bensenville Strip, Schiller Park and by Industry Yardmaster.

CPR Radio Channel No. 5 (AAR 88) in use by Bensenville east end switch crew and General Yardmaster.

CPR Radio Channel No. 7 (AAR 34) in use by Hump Yardmaster Bensenville.

CPR Radio Channel No. 13 (AAR 27) in use by Mechanical Department.

CPR Radio Channel No. 14 (AAR 24) in use by Car Department Bensenville.

BLOCKS SYSTEM LIMITS
CTC is in use between Tower A 5 and Bensenville Yard.

TRACK BULLETINS
Movements operating under the CORA Guide will comply with the provisions of Rule 15.1 – Tabular General Bulletin Orders. Foreign Line trains will require a TGBO to move on CPR property.

MAIN TRACK DESIGNATION

Three main tracks are in use between Tower A 5 and Tower B 12. Two main tracks are in use between Tower B 12 and Bensenville Yard. Beginning at the north, the main tracks are numbered 1, 2 and 3.

ENGINE BELL AND WHISTLE SIGNAL

Chicago – Ordinances prohibit the sounding of engine whistle within the limits of the city of Chicago except when necessary to prevent injury or to warn or signal employees and the public. However, throughout the state of Illinois, engine whistle must be sounded, regardless of city or village ordinances, when a train or engine is meeting or passing another train which is stopping, standing or starting from a station platform and when meeting or passing another train or engine in the vicinity of a grade crossing. In such cases, whistle must be sounded until the other train or engine has been completely passed.

EXCEPT: Crossing signal must be sounded for Narragansett Avenue at Galewood, Oak Park Avenue at Mars and Sayre Avenue at Mont Clare.

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RECEIVING OR DISCHARGING PASSENGERS
Between Tower A 5 and Franklin Park – Daily except Saturdays, Sundays and Holidays from 0530 until 0800 and from 1630 until 1800, no train or engine may pass a station where a passenger train is stopped to receive or discharge traffic, unless it is advised it is safe to do so.

LOCATION OF ELECTRIC LOCKS

Station	Location of Switch
Mars	Dunning Spur from No. 1 MT.
Mars	Mars Spur from No. 3 MT.
Mannheim	Spud House Spur off No. 1 MT.

Bensenville: The following is the maximum permissible height of cars and equipment allowed when moving under Northwest Bridge (Union Pacific):

	Maximum Height
Number 1 Main Track	21' 3"
Number 2 Main Track	21" 0"
Number 3 Running Track	20' 6.5"
Crossover track	20' 4"
Hump Lead	20' 4.5"
Rip Track	20' 9.5"

HANDLING CARS WITH 286,000 CAPACITY:
Trains handling loaded 286,000 capacity cars that are less than 46 in length must not be moved unless authorized by a Dimensional Protection Notice or Clearance Bureau Representative.

TRAINS FROM BRC
Conductor or Yard Foreman of all trains operating in a westward direction on the BRC and destined to operate over Canadian Pacific Railway Elgin Sub will contact the CPR Elgin Dispatcher when approaching Archer Avenue on the BRC. The following information will be given to the Elgin Dispatcher once contact has been initiated.

- Train identification
- Conductor Name
- Engineer Name
- Time on duty
- Locomotive identification numbers in consist
- Loads in train
- Empties in train
- Tonnage
- Footage
- Information on any cars requiring special handling or restriction

It is a requirement of the BRC that one radio of either the Conductor or on the lead locomotive remain on the proper frequency at this location to enable contact to be made with the BRC North Dispatcher until clear of the BRC trackage.

ENGINE SERVICE TRACK INFORMATION
Crew member on an inbound train, transfer or industrial assignment will contact the General Yardmaster on Radio Channel 3 (AAR 65), for engine service track placement instructions.

Crew member will contact Mechanical Operations Coordinator (MOC) on Radio Channel 14 (AAR 24); to advise the time their engine consist(s) were placed on or moved off the designated service track.

If the crew is unable to position their engine(s) on the designated service track they must notify the General Yardmaster to advise what track the engine(s) are on and what service track they were destined for.

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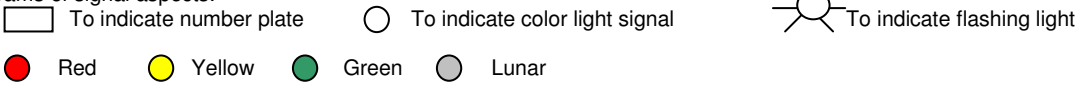
CANADIAN PACIFIC

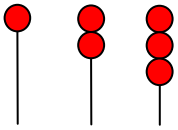
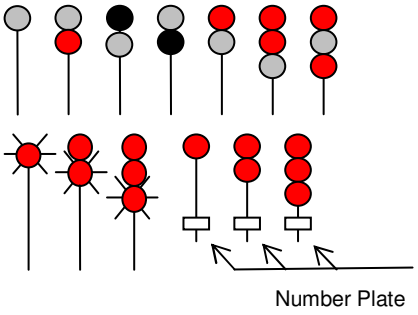
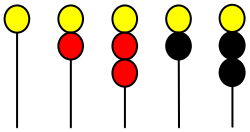
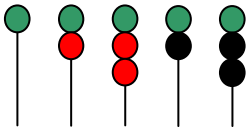
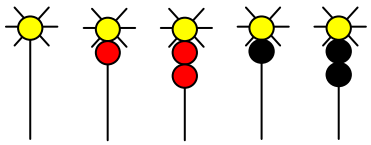
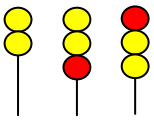
BLOCK AND INTERLOCKING SIGNALS

GENERAL DESCRIPTION OF SIGNALS

Signal aspects are shown by the color of lights, flashing of lights, position of lights, or any combination thereof. Number plates or letter plate are illustrated in these rules only when they are needed to qualify the signal aspect. The following symbols are used in diagrams of signal aspects.



Aspects shown in Rule 9.1.2 through 9.1.11 may be displayed on signals with or without a number plate on signal mast.

RULE	ASPECT	NAME	INDICATION
9.1.1		**STOP**	Stop
9.1.2		**RESTRICTING**	Proceed at restricted speed.
9.1.4		**APPROACH**	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed. .
9.1.5		**CLEAR**	Proceed.
9.1.6		**ADVANCE APPROACH**	Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must be prepared to pass the next signal not exceeding 40 MPH.
9.1.7		**APPROACH DIVERGING**	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

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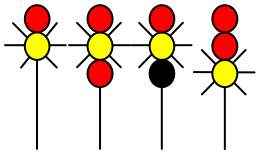
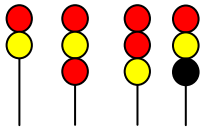
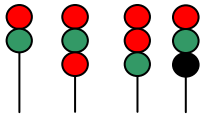
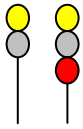
9.1.8		**DIVERGING ADVANCE APPROACH**	Proceed on diverging route at prescribed speed through turnout, prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must be prepared to pass next signal not exceeding 40 MPH.
9.1.9		**DIVERGING APPROACH**	Proceed on diverging route t prescribed speed through turnout, prepare to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
9.1.10		**DIVERGING CLEAR**	Proceed on diverging route at prescribed speed through turnout.
9.1.11		**APPROACH RESTRICTING**	Proceed prepared to pass next signal at restricted speed.

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CANADIAN PACIFIC

GALEWOOD – Westward trains on No. 3 main track or 4 lead track, when required to hold at west end of Galewood Yard must stop at MP 8.0 Austin Avenue. Signs are installed where movements must hold.

Speed Restriction **MAXIMUM SPEED**	**MPH** **PSGR**	**XT**	**Other**
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
NO 3 MT River Road to Tower B 12	40	25	25
Exceptions: MP 8.6 to MP 8.8 Galewood, around 3 degree curve on NO 1, NO 2 and NO 3 MT's	55	40	40
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Galewood East – through crossovers	40	40	40
Galewood East – through turnout form NO 3 MT to 4 lead track	25	25	25
Cold Weather Speed Restrictions			
Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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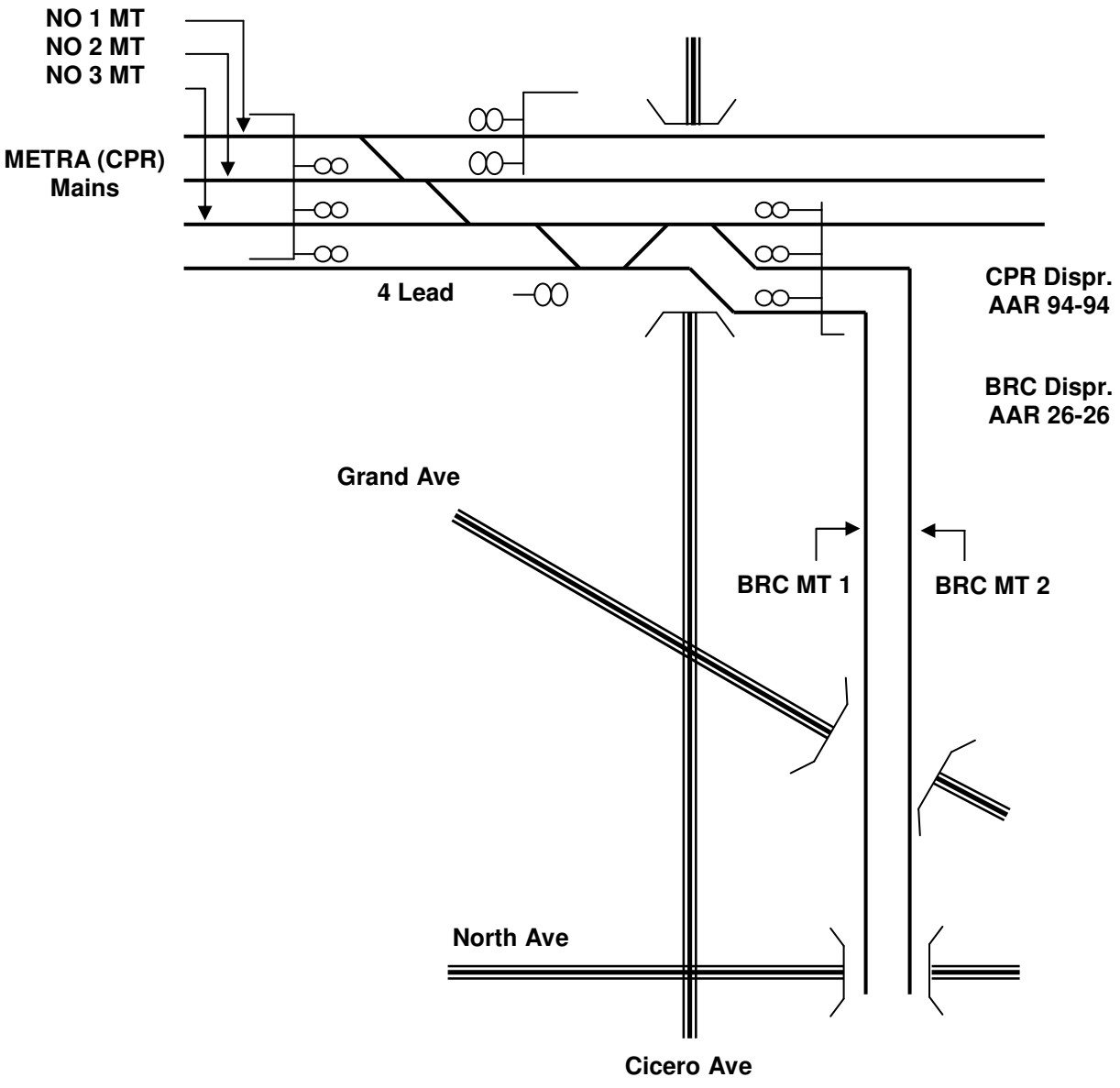
EAST

CICERO WEST



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GALEWOOD – Westward trains on No. 3 main track or 4 lead track, when required to hold at west end of Galewood Yard must stop at MP 8.0 Austin Avenue. Signs are installed where movements must hold.

GALEWOOD – Whistle signal for public crossing at grade must be sounded for Narragansett Avenue.

Speed Restriction	**MPH**		
MAXIMUM SPEED	**PSGR**	**XT**	**Other**
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
NO 3 MT River Road to Tower B 12	40	25	25
Exceptions:			
MP 8.6 to MP 8.8 Galewood, around 3 degree curve on NO 1, NO 2 and NO 3 MT's	55	40	40
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Galewood East – through crossovers	40	40	40
Galewood East – through turnout form NO 3 MT to 4 lead track	25	25	25

Cold Weather Speed Restrictions

Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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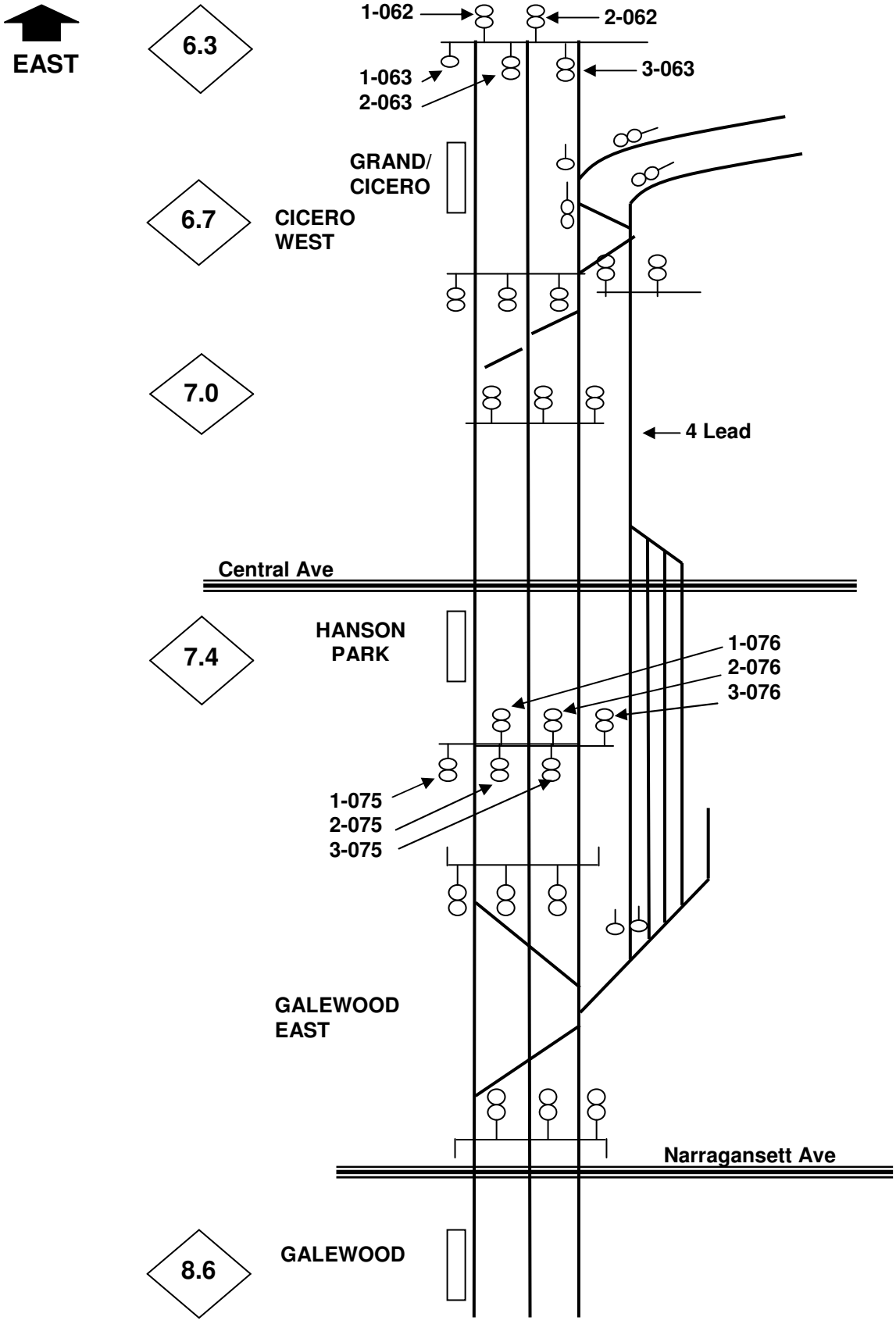
EAST
6.3
1-062
2-062
1-063
2-063
3-063
GRAND/
CICERO
6.7
CICERO
WEST
7.0
4 Lead
Central Ave
HANSON
PARK
7.4
1-076
2-076
3-076
1-075
2-075
3-075
GALEWOOD
EAST
Narragansett Ave
8.6
GALEWOOD

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MARS– Whistle signal for public crossing at grade must be sounded for Oak Park Avenue.

MONT CLARE – Whistle signal for public crossing at grade must be sounded for Sayre Avenue.

Speed Restriction	**MPH**		
MAXIMUM SPEED	**PSGR**	**XT**	**Other**
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
Exceptions:			
MP 8.6 to MP 8.8 Galewood, around 3 degree curve on NO 1, NO 2 and NO 3 MT's	55	40	40
MP 12.5 – MP 12.7 Tower B-12	45	30	30
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Galewood East – through crossovers	40	40	40
Galewood East – through turnout form NO 3 MT to 4 lead track	25	25	25
Cold Weather Speed Restrictions			
Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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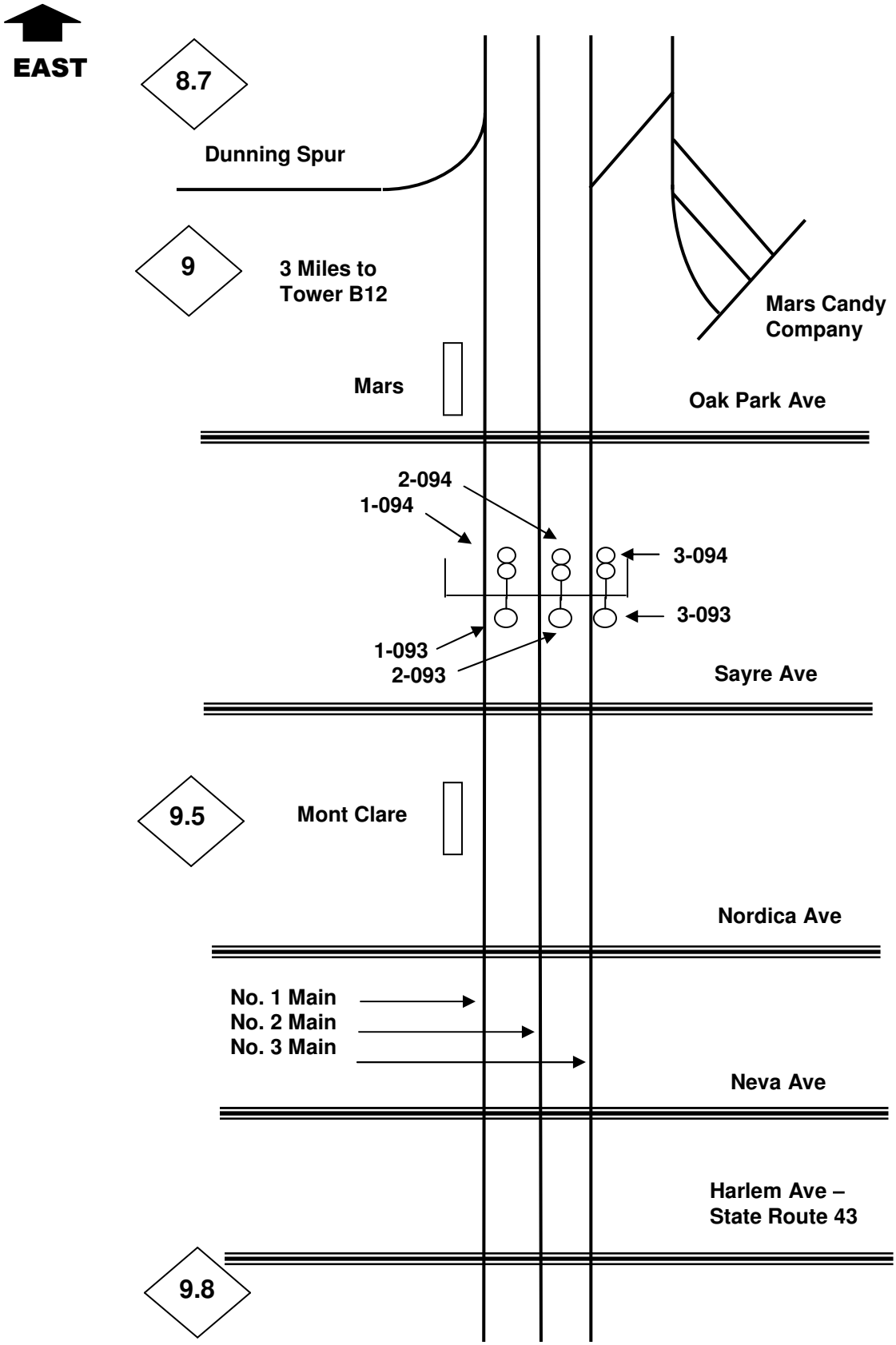
EAST
8.7
Dunning Spur
9
3 Miles to
Tower B12
Mars Candy
Company
Mars
Oak Park Ave
2-094
1-094
3-094
3-093
1-093
2-093
Sayre Ave
9.5
Mont Clare
Nordica Ave
No. 1 Main
No. 2 Main
No. 3 Main
Neva Ave
Harlem Ave –
State Route 43
9.8

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ELMWOOD PARK – Between 0001 and 0730, engine whistle must not be sounded while passing through the village of Elmwood Park except in case of emergency.
EXCEPT: Crossing whistle signal must be sounded for Grand Ave. Crossing.

Speed Restriction	**MPH**		
MAXIMUM SPEED	**PSGR**	**XT**	**Other**
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
NO 3 MT River Road to Tower B 12	40	25	25
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Cold Weather Speed Restrictions			
Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions
When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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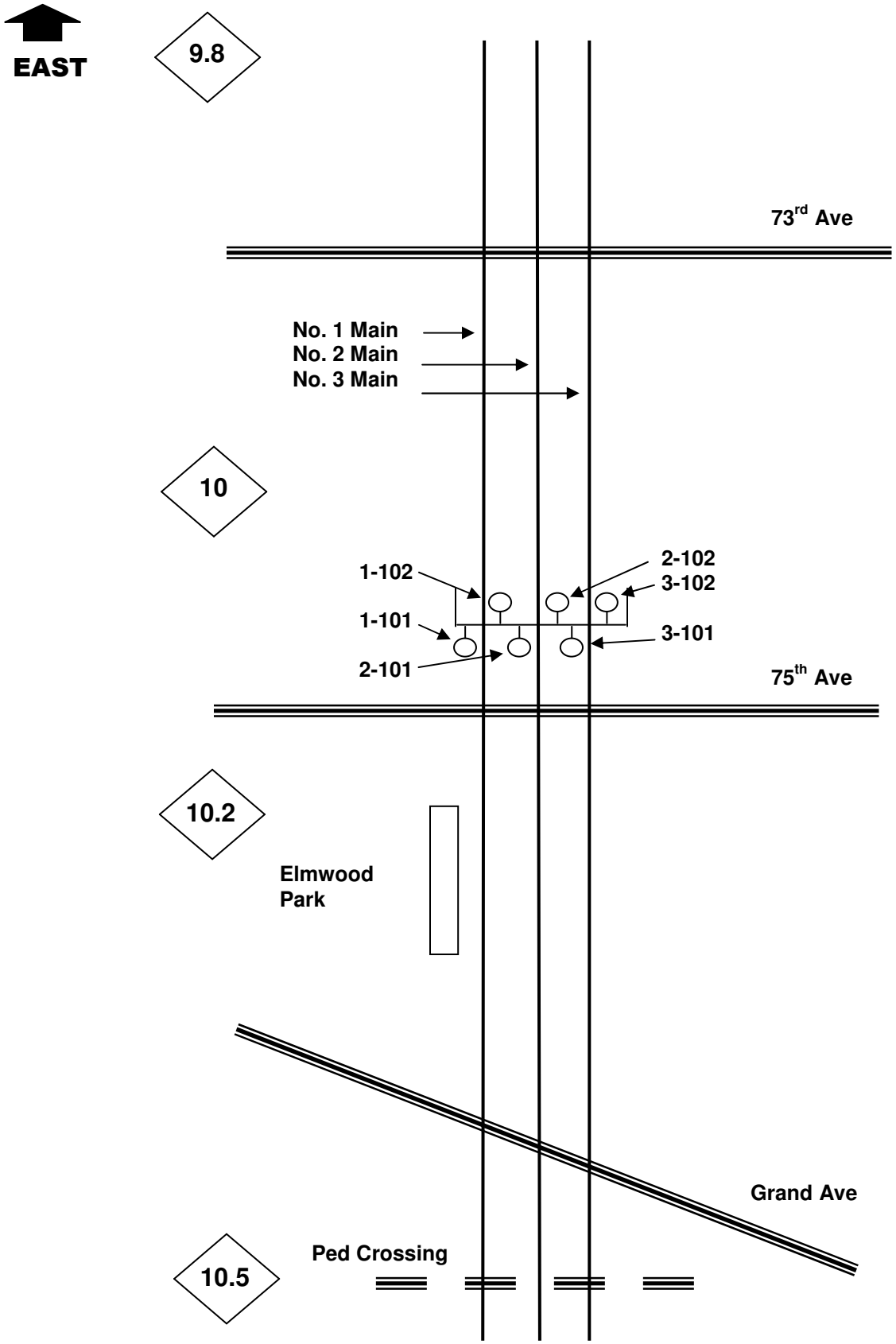
EAST
9.8
73rd Ave
No. 1 Main
No. 2 Main
No. 3 Main
10
1-102
2-102
3-102
1-101
3-101
2-101
75th Ave
10.2
Elmwood
Park
Grand Ave
Ped Crossing
10.5

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Speed Restriction MAXIMUM SPEED	MPH PSGR	 XT	 Other
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
NO 3 MT River Road to Tower B 12	40	25	25
Exceptions:			
MP 12.5 – MP 12.7 Tower B-12	45	30	30
Tower B-12 on NO 3 MT to and from IHB tracks	15	15	15
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Tower B 12 through crossovers east of CN crossing	25	25	25
Tower B 12 through crossover west of CN crossing	40	40	40

Cold Weather Speed Restrictions

Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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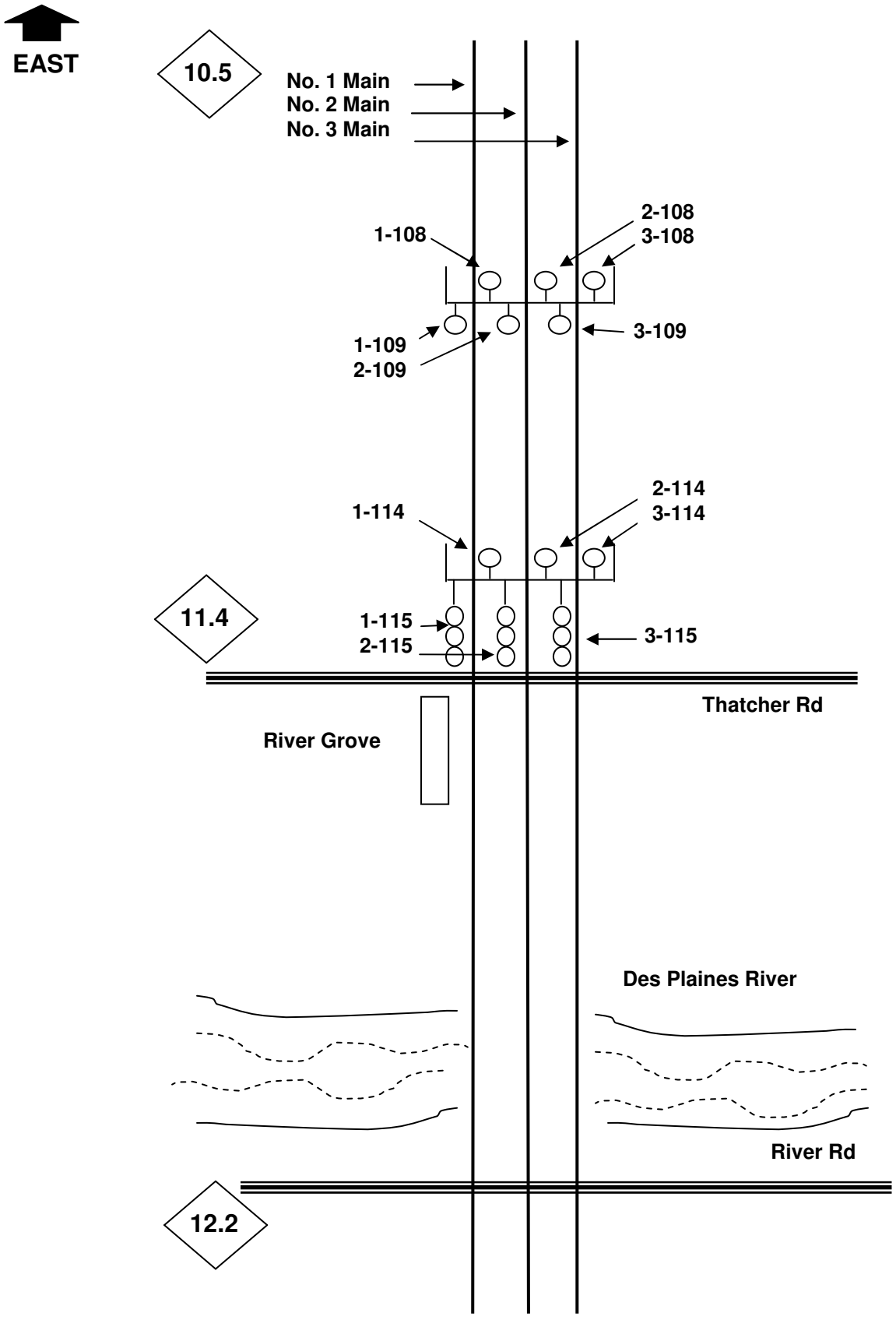
EAST
10.5
No. 1 Main
No. 2 Main
No. 3 Main
1-108
2-108
3-108
1-109
2-109
3-109
1-114
2-114
3-114
11.4
1-115
2-115
3-115
Thatcher Rd
River Grove
Des Plaines River
River Rd
12.2

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SIGNAL INDICATIONS

TOWER B 12 – Signal aspect 9.1.9 displaying a Red over Red over Yellow and 9.1.10 displaying Red over Red over Green will be for the 25 MPH crossover east of WC crossing onto the WC main track. Signal aspect 9.1.9 displaying a Red over Yellow over Red and 9.1.10 displaying Red over Green over Red will be for the 40 MPH crossovers west of the WC crossing.

TOWER B 12 – The switches at the junction with the IHB are interlocked and are operated from the METRA control center in Chicago. When signal displays STOP indication for an approaching train or engine and no conflicting movement is evident, a member of the crew must communicate with METRA Control Operator and be governed by instructions received.

TOWER B 12 – When eastward absolute signal at Tower B 12 governing eastward movements displays a Stop indication, Stop must be made west of Edgington Street until signal displays a proceed indication or verbal permission to proceed is received. If verbal permission to proceed is received, Edgington Street crossing must be protected per Rule 6.32.2.

FRANKLIN PARK – When the color light type dwarf signal located on the west side of Ruby Street governing eastward movements on No. 4 or the color light dwarf signal governing eastward movements on No. 5 or No. 6 yard tracks display STOP indication, eastward trains or engines must stop and a crew member must communicate with Metra Control Operator for Tower B 12 and receive instructions before proceeding.
The No. 4 and No. 5 switch indicator lights for westward movements will display a green aspect when the route is lined for No. 6 lead. A red aspect requires movement to stop and an inspection of switch points must be made before continuing movement.

Speed Restriction	**MPH**		
MAXIMUM SPEED	**PSGR**	**XT**	**Other**
NO 1 and NO 2 MT's	70	60	40
NO 3 MT Tower A 5 to Thatcher Avenue	70	40	40
NO 3 MT Thatcher Avenue to River Road	60	40	40
NO 3 MT River Road to Tower B 12	40	25	25
Exceptions:			
MP 12.5 – MP 12.7 Tower B-12	45	30	30
Tower B-12 on NO 3 MT to and from IHB tracks	15	15	15
Through turnout of all switches and tracks other than main track unless otherwise specified	10	10	10
Tower B 12 through crossovers east of CN crossing	25	25	25
Tower B 12 through crossover west of CN crossing	40	40	40
Cold Weather Speed Restrictions			
Temperature minus -10 to minus -25 degrees F	60	40	40
Temperature below minus -25 degrees F unless more restrictive speed is in effect	50	30	30

Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized speed. Trains need not reduce below 25 MH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

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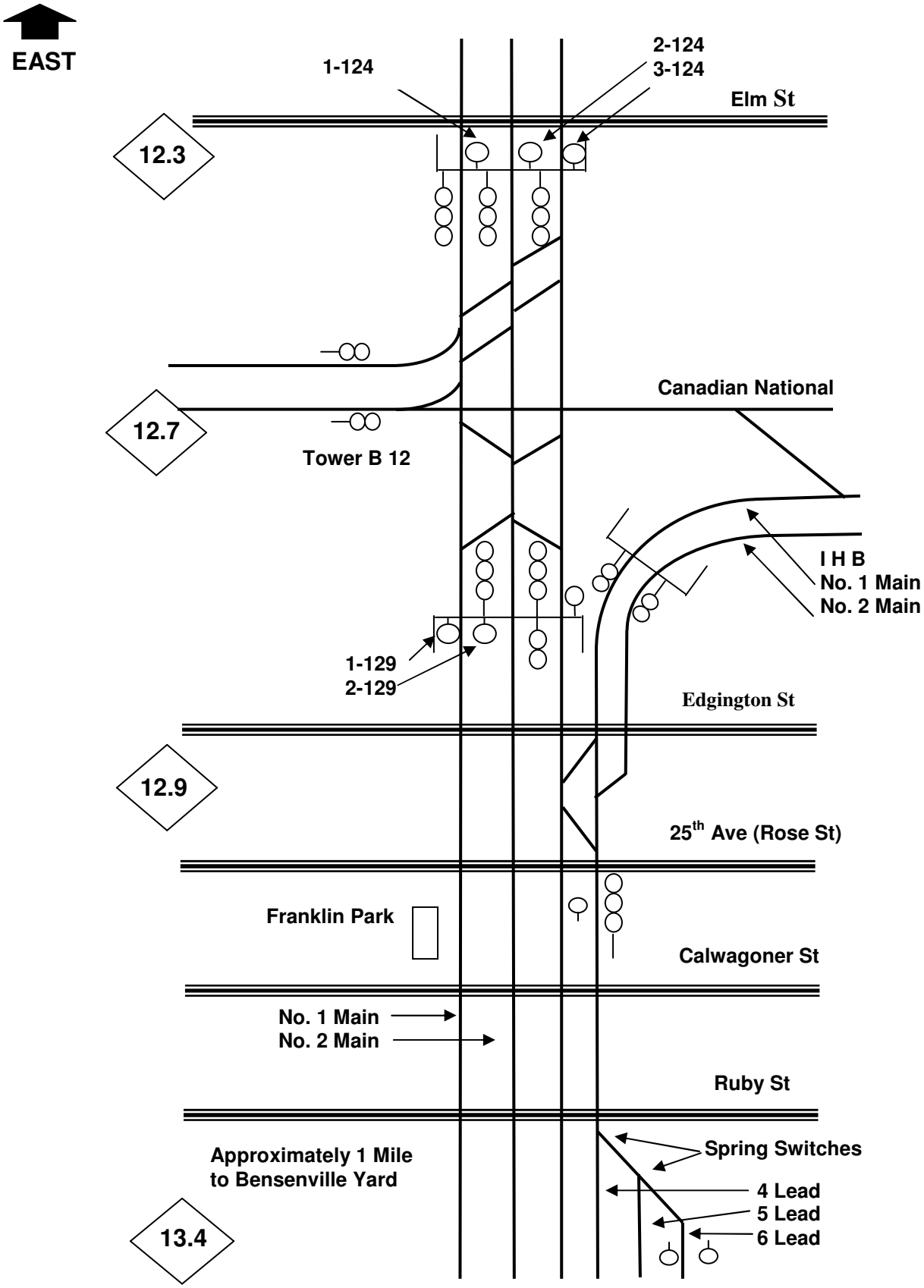
EAST
1-124
2-124
3-124
Elm St
12.3
Canadian National
12.7
Tower B 12
I H B
No. 1 Main
No. 2 Main
1-129
2-129
Edgington St
12.9
25th Ave (Rose St)
Franklin Park
Calwagoner St
No. 1 Main
No. 2 Main
Ruby St
Approximately 1 Mile
to Bensenville Yard
Spring Switches
4 Lead
5 Lead
6 Lead
13.4

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CHICAGO SOUTHSHORE AND SOUTH BEND RAILROAD
And
NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

The definitions and rules listed apply to operating in the Chicago area.

DEFINITIONS

EXTRA TRAIN – A train not authorized by timetable schedule. It may be designated as:
EXTRA – for any extra train except passenger extra or work extra;
PASSENGER EXTRA – a passenger train extra;
WORK EXTRA – for work train extra.

MEDIUM SPEED – A speed not exceeding thirty (30) miles per hour.

REGULAR TRAIN – a train authorized by a timetable schedule.

RESTRICTED SPEED – A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding twenty (20) miles per hour.

SCHEDULE – That part of a timetable which prescribes class, direction, number and movement for a regular train.

SPRING SWITCH – A track switch equipped with a spring device which forces the points to their original position when trailed through and holds them under spring compression.

SUPERIOR TRAIN – A train having precedence over another train.

TRAIN OF SUPERIOR CLASS – A train given precedence by timetable.

TRAIN OF SUPERIOR DIRECTION – A train given precedence in the direction specified by timetable or rules as between trains of the same class.

TRAIN OF SUPERIOR RIGHT – A train given precedence by train order.

YARD LIMITS – A portion of main track designated by yard limits signs and by timetable or bulletin, which trains or engines may use as prescribed by Rules 93, 93(a), D93 and Special Instructions.

11. A train or engine finding a fusee burning on or near its track must stop. After stopping, the train or engine may proceed prepared to stop short of train or obstruction for not less than one mile.

11. (a) Fusses must not be placed between rails when practicable to avoid it, and must not be placed on road crossing or bridges or where fire may be communicated to structures or cars.

15. The explosion of two torpedoes is a signal to proceed prepared to stop for train or obstruction for not less than one (1) mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes should not be placed near public or private crossings, stations or other buildings nor where persons or property may be injured by their explosion.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that can be given by that signal.

80. The movement of trains will be supervised by the train dispatcher. When double track is established as single track, single track rules will apply.

86. In automatic block system territory, unless otherwise provided, an inferior train must clear a first class train, or train of superior right, in the same direction, to avoid displaying other than clear aspects to the following train.

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YARD LIMITS RULE

93. Within yard limits, the main track may be used without authorization by timetable schedule, train orders or clearance, but must be verbally authorized by the train dispatcher, clearing the time an approaching first class train is due to leave the nearest station where time is shown. In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Flag protection against other trains or engines is not required.

93. (a) Within yard limits, trains or engines, except first class trains, must move prepared to stop within one-half the range of vision, not exceeding twenty (20) miles per hour unless the main track is known to be clear by block signal indication. In case of accident the responsibility rests with the approaching train or engine.

D93. Within yard limits, trains or engines must not be moved against the current of traffic unless authorized by the train dispatcher who will make provisions for protection of the movement and such movement will be made prepared to stop within one-half the range of vision, not exceeding (20) MPH.

99. When train is moving on a main track at less than one-half the maximum authorized timetable speed for any train at that location, flag protection against following trains on the same track must be provided by a flagman dropping off single lighted fusses at intervals that will ensure full protection but do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken by a following train, flagman will take into consideration the grade, curvature of track, weather conditions, sight distance and relative speed of their train to a following train when deciding if lighted fusses must be dropped and will be governed accordingly in the use of fusses to protect their train.

When a train stops on a main track, and flag protection against following trains on the same track is required, flagman must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place torpedoes and leave one lighted fusee. He may return one-half of the distance to his train, where he must remain until he has stopped a following train or is recalled.

When recalled and safety to the train will permit, he may return, leaving a lighted fusee. If recalled before reaching prescribed distance, he must place torpedoes and leave a lighted fusee. While returning, he must also place single lighted fusses at intervals that do not exceed the burning time of the fusee. When the train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one half the maximum authorized timetable speed for any train at that location, he must drop off single lighted fusses at intervals that do not exceed the burning time of the fusee.

When required by rules, a flagman must protect front of train in the same manner.
When a train is seen or heard approaching before the flagman has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

A flagman must not permit other duties to interfere with the protection of the train. The conductor and engineer are responsible to see that flag protection is provided for their train, when required.

When a train requires protection the engineer must immediately sound Whistle Signal 14(c) or 14(c-a). Inability to hear these signals does not relieve crew members from protecting the train.

In placing torpedoes, they will be securely fastened to top of rail on the engineers side at least one hundred (100) feet apart, and when practicable, not closer than five hundred (500) feet from a whistling post.

Following are the minimum flagging distances corresponding with maximum authorized speed of approaching trains.

Maximum Authorized Speed	Minimum Flagging Distance
00-15 mph	1/4 mile
15-30 mph	1/2 mile
30-45 mph	1 mile
45-70 mph	1 1/2 miles
70-80 mph	2 miles

99. (a) Flag protection against following trains is not required when:
1. Rear of train is within yard limits;
2. Rear of train is protected by at least two block signals;

Note: Flag protection is required when moving against the current of traffic if there are no block signals governing such movement.

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3. Rear of train is protected by an absolute block;
4. Rear of train is within interlocking limits; or
5. A train order specifies that flag protection is not required.

102. If a train should part while in motion, the engineer must, if possible, keep the forward portion in motion to prevent damage to the detached portion. The signal prescribed by Rule 14(f) must be given and the detached portion must not be moved or passed until the front portion comes back, under full protection.

When a moving train has an emergency brake application, the engineer must immediately announce by radio, "Train (identification) has brakes in emergency at (location)," then give the dispatcher or control station this information. Adjacent tracks including those of other railroads must immediately be protected by flag, unless protection has been provided by the dispatcher or control station, until it is known that there is no obstruction. The train must be inspected before it is moved.

105. Except where movement is governed by signal indication, trains and engines using any track other than a main track must not exceed ten (10) miles per hour, unless a different speed is specified.

107. Crews switching near passenger stations must protect the public. Equipment must not pass between a standing passenger train and the platform that passengers are using until safeguards are provided.

151. Where two main tracks are in service trains must keep to the right unless otherwise provided.

505. Block signals govern the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or observance of other signals whenever and wherever they may be required.

The main track between Kensignton and Burnham is protected by three indication color light type automatic block signals.

508. Movement from signal requiring restricted speed: When a train passes a signal requiring movement at restricted speed, movement must be made at restricted speed to the next governing signal or to the end of block system.

509. When a train or engine is stopped by a stop indication, it must not proceed until authorized to proceed and the Conductor has been informed of the authorization to proceed.

When no conflicting move is evident, the conductor or engineer must immediately communicate with the train dispatcher. The train dispatcher must know, without doubt, that there is no conflicting movement occupying, or authorized to enter, the track between that signal and the next signal governing movement before authorizing movement beyond the stop signal.

Upon verbal instruction from the train dispatcher "(train) at (location) has permission to pass stop indication per Rule 509," specifying route where applicable, train may proceed at restricted speed to next signal governing movement. Instructions received must be repeated by crew member.

In case of failure of means of communication or if the train dispatcher cannot authorized the movement, the train or engine may proceed when proceeded by a flagman to the next signal displaying a proceed or approach indication.

509. (a) When a train or engine encounters a restricted proceed signal indication, it may proceed at restricted speed through the entire block. When proceeding under protection of a flagman from the last signal, it must continue under such protection until the entire train has passed the next signal displaying an approach or proceed indication.

513. Unless otherwise provided, before a train or engine enters or fouls a main track or crosses from one track to another, a member of the crew must operate the switch and wait five minutes before the train or engine fouls the main track.

The five minute waiting time may be suspended whenever any one of the following conditions exist:
1. When signal governing movement to main track conveys an indication to proceed;
2. On signal track, when an opposing train has been met and is still occupying the block to the rear;
3. When switch governing movement to main track or one of the switches of the crossover is equipped with an electric lock;
   or
4. When another train or engine is standing on the main track within the limits of the block to be entered.

514. A train or engine entering a block between signals must be protected as required by rules and must proceed at restricted speed to the next signal.

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535. Spring switches will be indicated by reflectorized signs with letters “SS” on switch target and their locations shown in timetable or bulletin order.

First signal in advance of a spring switch governs the position of facing point spring switches.

Signals which govern facing movement over spring switch and also serve as block signal will give a proceed indication when switch is in normal position and block is unobstructed.

When operating at restricted speed, switch points must be examined, known to fit properly and switch lined for route to be used, after which train or engine may proceed as prescribed by Rule 509(a).

A train or engine trailing through and stopping on a spring switch must not make reverse movement, not take slack while any part of train or engine is on spring switch points, until switch has been thrown by hand.

Running switches must not be made through hydraulic controlled spring switches.

Special use of tracks: Kensington to Burnham Yard, Foreign Crews:
Foreign road crews must secure instructions from CSS Train Dispatcher or operator at Kensignton Tower before entering CSS main track. All movement must be made with current of traffic unless verbally authorized by CSS Train Dispatcher.

Speed Restriction:

Maximum authorized Speed:	**MPH**	
	Psgr	Frt.
Kensington to Burnham	79	35
Calumet River Bridge to Kensington	60	35
All Yard and Siding Movements	10	10

Local Speed Restrictions:

Burnham Ave. Crossing To NS Crossing 70.3 to 70.4	25 MPH
Curve, Ford City 71.6 to 71.8	50 MPH
Curve, 130th Street 73.2 to 73.6	55 MPH

Equipment Maximum Speed Restrictions:

Passenger Trains: NICTD, METRA or Amtrak Equipment	79 MPH
Passenger Trains: equipment with freight locomotive	65 MPH
Single locomotive unit, without caboose	30 MPH
Lite multiple locomotive, with or without caboose	50 MPH

Radio Channel TX 83 – RX 60

Track Charts Northern Indiana Commuter Transportation District

Signals
Automatic Block
Home

Crossings

Overgrade	OG
Grade	G
Undergrade	UG
Railroad	RR

Crossing Protection
Flashing Lights F

Flashing Lights, Gates and Bells FG

Misc. Symbols

SS Substation

P Passenger Shelter/Platform

Maximum Height Between

South Bend and Shops	16' 9”
Shops and Burns Harbor	18' 3"
Burns Harbor and Golf	18' 9"
*Goff and Kensington	18' 10"

Loads extending over width of car must have a clearance to move. Loads exceeding 12' 11" wide cannot be moved over Penn/Wabash Bridge, Eastward Main Track.

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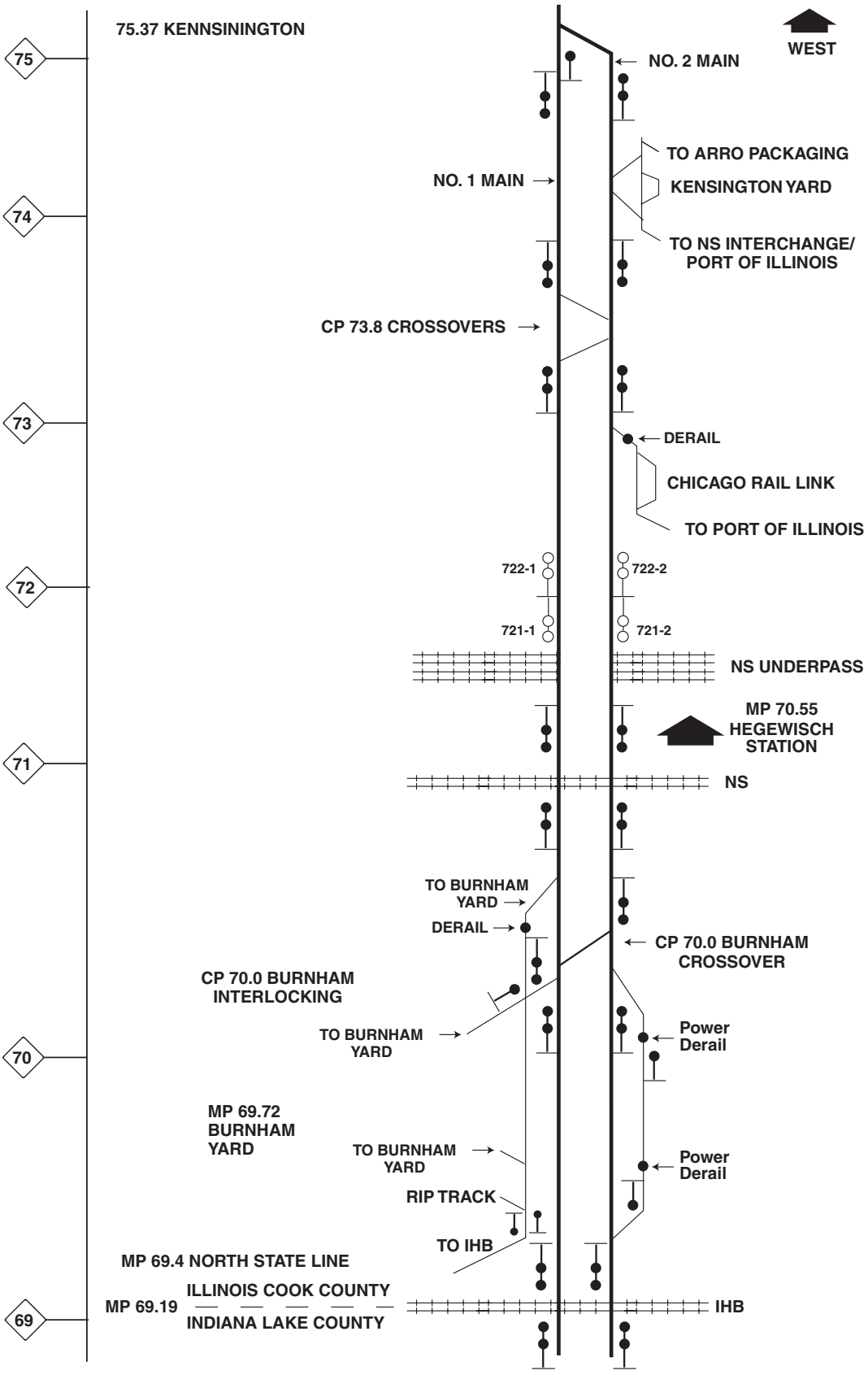
75.37 KENNSININGTON
75
74
73
72
71
70
69
WEST
NO. 2 MAIN
TO ARRO PACKAGING
NO. 1 MAIN
KENSINGTON YARD
TO NS INTERCHANGE/
PORT OF ILLINOIS
CP 73.8 CROSSOVERS
DERAIL
CHICAGO RAIL LINK
TO PORT OF ILLINOIS
722-1
722-2
721-1
721-2
NS UNDERPASS
MP 70.55
HEGEWISCH
STATION
NS
TO BURNHAM
YARD
DERAIL
CP 70.0 BURNHAM
CROSSOVER
CP 70.0 BURNHAM
INTERLOCKING
TO BURNHAM
YARD
Power
Derail
MP 69.72
BURNHAM
YARD
TO BURNHAM
YARD
Power
Derail
RIP TRACK
TO IHB
MP 69.4 NORTH STATE LINE
MP 69.19
ILLINOIS COOK COUNTY
INDIANA LAKE COUNTY
IHB

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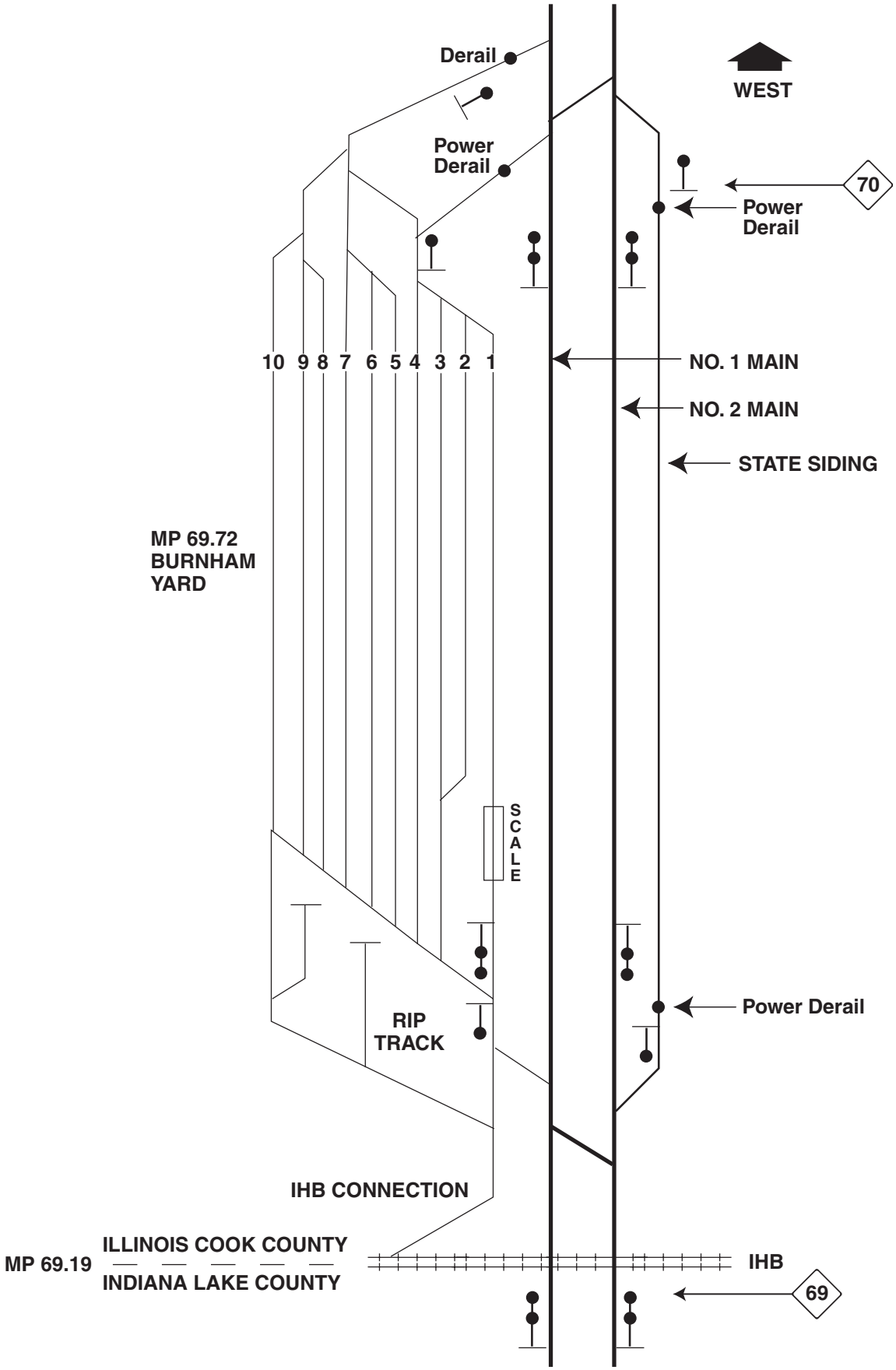
Derail
WEST
Power
Derail
70
Power
Derail
10 9 8 7 6 5 4 3 2 1
NO. 1 MAIN
NO. 2 MAIN
STATE SIDING
MP 69.72
BURNHAM
YARD
SCALE
Power Derail
RIP
TRACK
IHB CONNECTION
MP 69.19
ILLINOIS COOK COUNTY
INDIANA LAKE COUNTY
IHB
69

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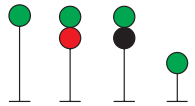
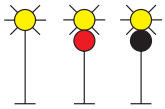
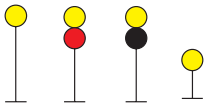
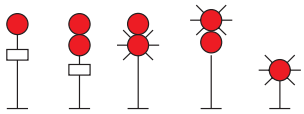
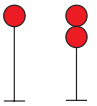
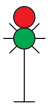
GCOR AUTOMATIC BLOCK AND INTERLOCKING SIGNALS INDICATIONS

RULE	ASPECT	NAME	INDICATION
9.1.5		CLEAR	PROCEED
9.1.6		ADVANCE APPROACH	PROCEED PREPARED TO PASS NEXT SIGNAL, NOT EXCEEDING 40 MPHAND PREPARED TO STOP AT THE SECOND SIGNAL
9.1.7		APPROACH DIVERGING	PROCEED PREPARED TO ADVANCEON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT.
9.1.4		APPROACH	PROCEED PREPARED TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING 40 MPH MUST AT ONCE REDUCE TO THAT SPEED.
9.1.10		DIVERGING CLEAR	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT.
9.1.9		DIVERGING APPROACH	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT, PREPARED TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING 40 MPH IMUST AT ONCE REDUCE TO THAT SPEED.
9.1.2		RESTRICTING	PROCEED AT RESTRICTED SPEED.
9.1.1		STOP	STOP.
9.1.11		DIVERGING CLEAR APPROACH DIVERGING	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO PROCEED ON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT.

The following symbols are used in diagrams of signal aspects:

- ▭ To indicate a number plate.
- ✳ To indicate a flashing light.
- ● To indicate a dark aspect.

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NOTES

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CSX TRANSPORTATION B&OCT CHICAGO TERMINAL AREA

The Definitions and Rules Listed Apply to Operating in the Chicago Area

DEFINITIONS

RESTRICTED SPEED
A speed that will permit stopping within one-half the range of vision. It will also permit stopping short of a train, a car, an obstruction, a stop signal, a derail or an improperly lined switch. It must permit looking out for broken rail. It will not exceed 15 mile per hour.

SLOW SPEED
A speed not exceeding 15 miles per hour.

CONTROLLED SPEED
A speed that will permit stopping within one-half the range of vision. It will also permit stopping short of a train, a car, and an obstruction, on track equipment or a stop signal.

GENERAL BULLETINS
Written special instruction about the movement or safety of trains and employees. Bulletins are issued by the Senior Field Officer.

SYSTEM BULLETIN
Written special instructions about movement or safety of trains and employees. System bulletins are issued by the Director of Operating Practices.

DISPATCHER BULLETINS
A computer generated form transmitted by the train dispatcher, It contains the date, location of receipt, train identification number and train messages apply to train addressed. It contains the engine number when known. It also contains information as the latest general and system bulletins issued.

DISPATCHER MESSAGE
A mandatory directive issued by the train dispatcher in the prescribed form when applicable. It governs the operations of trains.

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GENERAL RULES

Grade Crossing Signal System Safety

GR-100. Malfunction of Highway-Rail Grade Crossing Warning Systems

DEFINITIONS

Activation Failure: the failure of a highway-rail grade crossing warning system to indicate the approach of a train at least 20 seconds prior to the train's arrival at the crossing, or to indicate the presence of a train occupying the crossing. (This failure indicates to the motorist that it is safe to proceed across the railroad track when, in fact, it is not safe to do so.)

Appropriately Equipped Flagger: a person other than a train crewmember who is equipped with an approved flagging vest, shirt, or jacket along with approved hand signal flagging devices, which include "STOP/SLOW" paddles or red flags for daytime flagging and a flashlight, lantern, or other lighted signal for nighttime flagging.

Credible Report of System Malfunction: Specific information regarding a malfunction at an identified highway-rail grade crossing, supplied by a railroad employee, law enforcement officer, highway traffic official, or an employee of a public agency acting in an official capacity.

False Activation: the activation of a highway-rail grade crossing warning system falsely indicating the approach or presence of a train. (This failure indicates to the motorist that it is not safe to cross the railroad tracks when, in fact, it is safe to do so.)

Partial Activation: "an activation of a highway-rail grade crossing warning system indicating the approach of a train, however, the full intended warning is not provided due to one of the following conditions:

(1) At non-gated crossings equipped with one pair of lights designed to flash alternately, one of the two lights does not operate properly (and approaching motorists can not clearly see flashing back lights from the warning lights on the other side of the crossing);

(2) At gated crossings, the gate arm is not in a horizontal position; or

(3) At gated crossings, any portion of a gate arm is missing if that portion normally had a gate arm flashing light attached."

Activation Failure: Warning system malfunction: an activation failure, false activation, or a partial activation of a highway-rail grade crossing warning system.

(1) Upon receipt of a report of warning system malfunction involving an activation failure, the employee receiving such information shall promptly initiate efforts to warn highway users and railroad employees at the crossing by taking the following actions:

(a) Prior to any train's arrival at the crossing, notify the train crew of the report of activation failure and notify any other railroads operating over the crossing;

(b) Notify the law enforcement agency having jurisdiction over the crossing, or railroad police capable of responding and controlling vehicular traffic; and

(c) Provide for alternative means of actively warning highway users of approaching trains, consistent with the following requirements:

- If an appropriately equipped flagger provides warning for each direction of highway traffic, trains may proceed through the crossing at authorized speed.
- If at least one uniformed law enforcement officer (including a railroad police officer) provides warning to highway traffic at the crossing, trains may proceed through the crossing at authorized speed.
- If an appropriately equipped flagger provides warning for highway traffic, but there is not at least one flagger providing warning for each direction of highway traffic, trains may proceed with caution through the crossing at a speed not exceeding 15 miles per hour.

  Authorized speed may be resumed after the leading end of the movement has passed through the crossing.
- If there is not an appropriately equipped flagger or uniformed law enforcement officer providing warning to highway traffic at the crossing, each train must stop before entering the crossing and permit a crewmember to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crewmember may re-board the locomotive before the remainder of the train proceeds through the crossing.

(d) Crossing warning whistle signal will be sounded as prescribed by Rule 14(l), regardless of State laws or ordinances to the contrary.

False Activation or Partial Activation

(1) Upon receipt of a report of a false activation or partial activation, the employee receiving such information shall promptly initiate efforts to warn highway users and railroad employees at the crossing by taking the following actions:

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(a) Prior to a train's arrival at the crossing, notify the train crew of the report of false activation or partial activation and notify any other railroads operating over the crossing;

(b) Notify the law enforcement agency having jurisdiction over the crossing, or railroad police capable of responding and controlling vehicular traffic; and

(c) Provide for alternative means of actively warning highway users of approaching trains, consistent with the following requirements:

If an appropriately equipped flagger is providing warning for each direction of highway traffic, trains may proceed through the crossing at authorized speed.

- If at least one uniformed law enforcement officer (including railroad police officer) provides warning to highway traffic at the crossing, trains may proceed through the crossing at authorized speed.
- If there is not an appropriately equipped flagger providing warning for each direction of highway traffic, or if there is not at least one uniformed law enforcement officer providing warning, trains with the locomotive or caboose leading may proceed with caution through the crossing at a speed not exceeding 15 miles per hour. Authorized speed may be resumed after the leading end of the movement has passed through the crossing. In the case of a shoving move, a crewmember shall be on the ground to flag the train through the crossing.

(2) In lieu of complying with paragraph (c) above, the warning system may be temporarily taken out of service if the alternative warning procedures prescribed for "Activation Failure" are observed.

Standard Time

GR-103.

Standard clocks must be designated by a sign reading Standard Clock. CSX Standard Time is equivalent to United States Eastern Time Zone time. CSX Standard Time will use the 24 hour clock system.

Bulletins and Notices

GR-105.

System and general bulletins will:

- be issued as necessary,
- be numbered consecutively
- expire with the close of the last day of March, June, September and December.

Bulletin items that contain instructions applicable after those dates will be included in the reissue system and general bulletins that will be effective 0001 hours the first day of January, April, July, or October, as appropriate. These bulletins will be available to employees whose duties may be affected by them.

System Bulletins implement changes in

- Rules
- System-wide operating practices.

General Bulletins implement changes in

- Rules
- Timetable special instructions
- Division-specific operating practices.

The system and general bulletin computer libraries and the current day dispatcher bulletin will identify the latest bulletin(s) issued.

GR-105-A.

System and general notices will:

- Be issued as necessary,
- Be numbered consecutively
- Expire with the close of the last day of March, June, September and December.

Notice items that contain instructions applicable after those dates will be included in the reissue system, and general notice that will be effective 0001 hours the first day of January, April, July, or October, as appropriate. These notices will be available to employees whose duties may be affected by them.

The system and general notice computer libraries will identify the latest notice(s) issued. Employees affected by these rules will be held responsible for the observance of the instructions contained in these notices.

11. A train that encounters an unattended fusee, burning on or near its track, must immediately reduce to and not exceed restricted speed for 15 minutes.

An unattended fusee, burning beyond the first rail of an adjacent track, does not apply to the track on which the train is moving. Fusees must not be placed at locations posing a potential fire risk to platforms, bridges, buildings or composition-rubber surfaces of road crossings. Precautions must be taken where there are trees, brush or grass along the right-of-way.

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Absence of Wayside Signs

28. The absence of wayside signs does not relieve employees from compliance with rules, special instructions, and dispatcher messages.

Communications of Signals

34. Communication of Signals and other Important Information

Employees must maintain a lookout for signals or conditions along track affecting the movement of their train.

34-A. Required Announcements

(a). Within the Locomotive Cab

Employees in the operating cab of an engine must communicate the following information to each other, including the track name or number in multiple-track territory:

- the name of each signal governing the movement of their train as soon as the signal aspect is clearly visible and again just before passing it.
- the name of each sign displayed in connection with:

1. DTC blocks
2. yard limits
3. temporary speed restrictions
4. the protection of work forces
5. the observance of burning fusees

(b). By Radio A crewmember in the operating cab of an engine must announce by radio the following conditions or occurrences:

- The name and location of each block and interlocking signal
- Train entry into each DTC block, from any location.
- Train departure from each DTC block, as soon as the block is reported clear to the train dispatcher
- The presence of cars loaded with pulpwood in the train when approaching trains and equipment on adjacent tracks
- Train entrance into a passing siding
- When stopping, and each fifteen minutes after being stopped, on a main track or passing siding

These announcements must include the train ID, engine number, and direction of travel. In multiple- track territory, the track name or number must be included in the announcement.

Crewmembers not in the operating cab must acknowledge signal and DTC block announcements. If a crewmember fails to acknowledge a communication, the engineer must determine the reason at the next scheduled stop.

Speed Rules

40. Train speeds must be maintained to the extent feasible, consistent with safety. They must not be exceeded. Train speeds may be authorized by the rules, special instructions, signal indications, dispatcher messages or other means. When there is a difference in the speeds, the lowest speed will govern.

41. Unless otherwise specified, speed restrictions apply to the entire train. If a crewmember is on the rear of the train, he must notify the engine crew, if feasible, when the rear of the train has passed through each speed restriction.

43. On main tracks, signaled tracks, or sidings the locations of temporary speed restrictions and work force limits are designated by dispatcher message, and are indicated by the following sign placement:

(a) Temporary Speed Restriction:

(1) A Warning Sign, located at least two miles before the restriction. This sign must be placed to the right of the track, if feasible;

(2) A Temporary Reduce Speed Sign located at the beginning of the restriction. This sign must be placed to the right of the track, if feasible; and

(3) A Temporary End Restriction Sign located at the end of the restriction. This sign must be placed to the left of the track, if feasible.

When conditions do not permit the placement of the Warning Sign(s), or do not permit the placement of any Temporary Reduce Speed Sign(s) in connection with a temporary speed restriction, the train dispatcher must be notified. A dispatcher message must indicate that the sign(s) is not displayed.

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(b) Work Force Limits;

On controlled tracks and at junctions of other controlled tracks, the location of work force limits per Rule 89 are designated by dispatcher message, or general bulletin and are indicated by the following sign placement:

(1) A Warning Sign, located at least two miles before the restriction. This sign must be placed to the right of the track, if feasible; and

(2) A Conditional Stop Sign located at the beginning of the restriction. This sign must be placed to the right of the track, if feasible. At junction points, the conditional stop sign should be placed at the clearance point on the intersecting track.

These signs must be placed for each track affected.

Exception: When the limits of both a work force and a temporary speed restriction are the same, only one set of warning signs must be displayed at each end. The receipt of oral permission to enter the limits of a Form W conveys no authority to exceed any temporary speed restriction within those limits.

When conditions do not permit the placement of the Warning Sign(s) in connection with work force limits, the train dispatcher must be notified. A dispatcher message must indicate that the sign(s) is not displayed.

44. If a train encounters a Warning Sign that is not covered by instructions, the train must proceed prepared to stop within two miles. If no Conditional Stop Sign or Temporary Reduce Speed Sign is encountered in approximately two miles, the train may proceed at maximum authorized speed, unless otherwise restricted. The occurrence must be reported promptly to the train dispatcher.

44-A. The train dispatcher must be notified if a conditional stop sign is not found at the point designated.

If a conditional stop sign is observed that is not covered by a dispatcher message, or EC-1, at a location designated by an expired or annulled dispatcher message or EC-1 Instruction the train must,

(1) Stop immediately

(2) Notify the dispatcher and

(3) Be governed by their instructions.

45. If a train encounters a Temporary Reduce Speed Sign that is not covered by instructions, the speed of the train must be reduced to controlled speed, not exceeding 10 miles per hour. This must be done as soon as the sign is seen. An attempt must be made immediately to contact the train dispatcher.

Unless released by the train dispatcher, the train must not exceed the above noted speed for either:

(a) Two mile after the leading end of the train passes the Temporary Reduce Speed Sign, or

(b) Until the rear of the train passes a Temporary End Restriction Sign.

46. Trains using other than main or signaled tracks must move at a speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal.

Trains moving on sidings may expect switches connected to the siding to be lined for movement on the siding.

The following speeds must not be exceeded:

(a) Tracks

(1) 25 MPH on non-signaled sidings

(2) 10 MPH on other than main tracks, or signaled tracks, and

(3) 5 MPH within an engine servicing area or car shop repair area.

(b) Turnouts and crossovers

(1) 15 MPH through hand-operated turnouts and crossovers to and from the main track, unless equipped with a signal, and

(2) 10 MPH through hand-operated turnouts and crossovers, other than to and from the main track.

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89. Work Limits

1. Entering and Moving Within Work Limits

A train holding a Dispatcher Message Form "W" or EC-1 instruction, in effect, must not proceed beyond the point designated or make an initial movement within the limits until the engineer is given permission by the roadway worker in-charge. If this permission is given by radio, the milepost location of the conditional stop sign or the limits the train is being authorized to pass must be stated.

If necessary, the roadway worker in-charge may instruct a train to proceed to one intermediate milepost location and stop. The train must not proceed beyond the intermediate milepost until the roadway worker in-charge gives the train permission to proceed through the remaining portion of the limits.

All movements unless otherwise instructed by the roadway worker in-charge or restricted by rules/special instructions, will be at controlled speed not exceeding 20 MPH until head end reaches the far limits.

2. Signs

The train dispatcher must be notified if a conditional stop sign is not found at the point designated by dispatcher message or Form EC-1.

Trains must not enter or move within the designated limits, prior to the effect time, unless the head end of the train can clear the limits before the effective time.

Exception: The roadway worker in-charge may grant permission to enter or move within the limits prior to the effective time.

3. Reverse Movements

A reverse movement may only be made as permitted by the roadway worker in-charge in accordance with the operating rules.

4. Work Trains

A train performing work for a roadway worker in-charge will,

- be considered as part of the work force,
- in non-signal, after the work train is within the work limits the engineer must promptly notify the train dispatcher to cancel the block authority,
- move under the direction of the roadway worker in-charge,
- be subject to the indications of fixed signals,
- move at controlled speed not exceeding 20 mph, and
- not leave the work limits without verbal instructions of the train dispatcher.

5. Additional Permission

A train stopped for reasons other than directed by the roadway worker-in-charge must not make further movement until:

a. The conductor or engineer notifies the roadway worker in-charge:
(1) Where the train is, and
(2) Why the train has stopped.

b. Permission to move is received.

89-A. Train Coordination

Train coordination protection may be established within segments of a track upon which a train holds exclusive authority to move.

To establish train coordination protection, the roadway worker/employee-in-charge must obtain assurance from the train crew that no movements will be made without permission and under the direction of the roadway worker/employee-in-charge.

The train must be stopped, and be visible to the roadway worker/employee-in-charge when train coordination protection is established.

The train crew will not give up their authority within the working limits until the roadway worker/employee in-charge has released the working limits to the train crew.

When train coordination is no longer required, the roadway worker/employee-in-charge must advise the train crew.

90. Train in Emergency

(a) Radio Transmission

When a train is moving and emergency application of the brakes occurs, crew members must immediately initiate an emergency radio transmission, in the manner of the following example:

"Emergency, Emergency, Emergency. Train Q135-22 engine 6605 is in emergency moving east on No. 2 track at MP ANB 78.0"

Following the emergency transmission, use the emergency channel to notify the Train Dispatcher,

1. Train identification,

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2. Location of the head end of the train after stopping,

3. The mile post location one train length preceding the emergency air brake application.

4. Situation as known at the time, and

5. If there are any adjacent tracks.

The Train Dispatcher will inform the conductor of the adjacent tracks he cannot protect.

(b) Warning for Adjacent Main Tracks and Sidings

After the train has stopped, provide warning for any adjacent track the Train Dispatcher cannot protect. This warning will be maintained until:

1. It is known that tracks are not obstructed. or
2. Relieved by the Train Dispatcher.

(c) Inspecting Train and Track

1. When There Are Adjacent Tracks

A walking inspection of the entire train must be made before movement resumes to ensure that no cars have derailed, no load has shifted, and no other condition exists that may endanger other train movements.

Exception: If the following occurs immediately, a roll-by inspection may be performed by a crew member or a qualified employee.

- Train brakes are released and
- Brake pipe pressure is being restored at the rear of the train, and
- Visual inspection from the head of the train does not suggest any unsafe conditions.

2. When There Are No Adjacent Tracks

When train brakes are released and brake pipe pressure is being restored at the rear of the train, and visual inspection from the head of the train does not suggest any unsafe conditions, train may proceed.

When brake pipe pressure is not being restored at the rear of the train a walking inspection of the train and the track structure under the train must be done to determine what action is necessary to make the train safe to proceed. If the problem is a repairable brake in the train line and the brake pipe pressure is restored at the rear, the remaining portion of the train may be given a roll-by inspection.

3. Key Trains When a moving "Key Train" is stopped by an emergency brake application, or by some unknown cause, make a walking inspection of the entire train for derailed or defective cars.

4. If the train is stopped at a place where it cannot be safely inspected (e.g.: bridge), the train may be moved, if conditions permit at 5 MPH, to the nearest place where it can be safely inspected.

d. Inspection Reveals a Derailment

If the inspection reveals a derailment, continue inspection behind the train to the initial point of the derailment to ascertain any additional problems.

e. Train Dispatcher Notification

The train dispatcher must be given the following information:

1. Train identification,
2. Location of the head end of the train after stopping from the emergency air brake application; and
3. The mile post location one train length preceding the emergency air brake application.
4. The results of the inspection.

f. Other Train Movements

The train dispatcher will advise the crew of the train in emergency that other movements will be authorized to pass on the adjacent track at restricted speed if the train in emergency does not have

- hazardous material cars or
- all hazardous material cars have been inspected with nothing found.

Trains receiving permission to pass a train in emergency on an adjacent track will operate at restricted speed until the leading end of the train has passed the furthest end of the standing train.

g. Responsibilities of The Train Dispatcher

Following notification from a train crew that their train has been stopped by an emergency application of the train brakes, the train dispatcher must give the next train to pass over this section of track the mile post location described in paragraph 'e' above.

This train must be instructed to move at Restricted Speed until the leading end has reached the furthest end of the designated location, looking out for and reporting any irregularity to the train dispatcher.

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100-B. A train operating at Restricted Speed must approach public crossings at grade that are equipped with automatic grade crossing warning devices, prepared to stop. It must do so until it is determined that the warning devices are operating. If such devices are not operating, protection must be provided.

100-E The following instructions concern automatic grade crossing warning devices:
1. Unnecessary operations of automatic grade crossing warning devices is prohibited. Trains and equipment must remain clear of insulated joints at road crossings.
Exception: when operating conditions require, prior to any movement stopping beyond the insulated joints, the train dispatcher must be notified to obtain information concerning approaching movements. Train crews are responsible for providing proper warning.
2. When a train or switching movement is, delayed or stopped within 4000 feet of a crossing, or on other than a main or signaled track movement toward the crossing must proceed prepared to stop and must not foul the crossing until:
a. Proper warning is provided by,
• The warning device(s) operating properly, or
• An employee standing at a point on the ground to stop pedestrian and vehicular traffic, and
b. Sufficient time is provided to allow pedestrian and vehicular traffic to stop.
3. Some tracks are provided with start or restart circuits for the warning devices that extend only a short distance from the crossing Where restart signs are provided, if it is necessary for a train to stop on an approach circuit to a grade crossing, the stop should be made before passing the sign, if feasible.
4. At crossings equipped with motion detectors, caution must be used when stopping or starting or when moving less than 3 MPH in the area. This is because motion-sensing controls permit the crossing warning devices to cease and the vehicular traffic to proceed when:
a. There is no movement toward the crossing, or
b. The movement is made at less than 3 MPH.
5. At a crossing equipped with a constant time motion detector, a train must not increase speed between the beginning of the approach circuit and the crossing.
6. Manual stopping of automatic grade crossing warning devices. When operating conditions require the stopping of automatic grade crossing warning devices the train dispatcher must be notified prior to operating these devices to obtain information concerning approaching movements. Train crews are responsible for the proper operation all manual stopping devices as prescribed in special instructions, and as posted at road crossing locations.
The train dispatcher must be notified immediately when the operation of a manual interruption of automatic grade crossing warning device does not function properly. Manual operation must not be used when a train is occupying the crossing.
When the warning is stopped manually, no movement may be made over these crossings until:
• Alternate warning is provided by on-ground personnel, or
• The automatic warning devices are reactivated and proper warning is provided. If the crossing is equipped with gates they must be in the horizontal position before movements enters the crossing.
7. Crossing protection must be provided when:
a. Crossings gates are not in the lowered position before the movement fouls the crossing;
b. Flashing lights are not actuated at least 20 seconds before the movement fouls the crossing; or
c. Automatic grade crossing warning devices are provided, but circuits are not provided for all tracks and one of such tracks is to be used.
When necessary to provide protection, an employee standing at a point on the ground at the crossing where they will be in position to stop pedestrian and vehicular traffic until the leading end of the movement has covered the crossing. When the warning devices are not functioning, lighted fusees must be placed on each side of the crossing, as added protection.

100-G. When practicable, cars or other equipment must not stand or be left either within 100 feet of crossings equipped with automatic grade crossing warning devices. Also, they must not stand or be left within 200 feet of crossings not so equipped.

100-I. When equipment is standing and obscuring highway traffic's view, an employee must protect the highway traffic against movement on adjacent tracks.

Grade Crossing Signal System Safety

100- J. The following table will apply, when notified of a malfunction of the automatic highway-rail grade crossing warning systems. Crossing warning, horn signal 14(l), will be sounded regardless of Stale Law or Ordinances to the contrary.

Malfunction of Automatic Warning at High-Way Grade Crossing

Warning
(a) Flaggers for each direction
Activation Failure
Normal Speed

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False or Partial Activation
Normal Speed
b) Police Officer Present
Activation Failure
Normal Speed
False or Partial Activation
Normal Speed
(c) Flagger present, but not one for each direction of traffic
Activation Failure
Proceed with caution maximum speed of 15 mph
False or Partial Activation
Proceed with caution maximum speed of 15 mph
(d) No Flagger/No Police
Activation Failure
Must Stop.
Crew member flag traffic and reboard.
False or Partial Activation
Proceed with caution maximum speed of 15 mph
Note: Unless informed, that appropriate flaggers are in-place to provide warning, by
(a) Special instruction, or
(b) Dispatcher message or
(c) EC-1 instruction,
all trains notified of an activation failure must stop and a crew member flag the crossing or when notified of a false or partial activation proceed with caution not exceeding 15 MPH.

Electric Locked Switches

106. The conductor or the engineer must obtain permission of the Train Dispatcher before an electrically locked switch or derail may be operated in order to:
(a). Enter a signaled track, or
(b). Cross over from one such track to another.

At certain locations, permission may be granted through the use of an indicator light.

Permission of the Train Dispatcher is not required before operating an electrically locked switch to enter a non-signaled track from a signaled track.

A train on a signaled track must occupy the portion of that track immediately ahead of (within 100 feet) the switch, to permit the switch to be unlocked.

When an electric lock cannot be unlocked through normal operations, the Train Dispatcher may permit the conductor or the engineer to break the seal and to operate the emergency release feature, when this feature, is provided. The Train Dispatcher must notify the proper signal department authority of such occurrence.

Centralized Train Dispatching System (CTDS)

Dispatcher Bulletins

120-A. Before occupying a main track, signaled track or siding employees must receive a:

- Dispatcher bulletin and a release form, or
- Dispatcher bulletin per rule 124.

121. Each dispatcher message listed on a dispatcher bulletin must have a

- Sequential item number
- Dispatcher message number and
- Total number of lines in the message

122. Only one release form and dispatcher bulletin (Consisting of two or more copies) will be sent to a designated train at any one station

Exception: A corrected bulletin may be sent after the conductor or engineer has notified the Train Dispatcher the original bulletin has been destroyed. The new dispatcher bulletin number must be confirmed.

123. The conductor and engineer must

- Obtain a legible copy of a dispatcher bulletin,
- Determine that all documents correspond and
- Confirm their understanding of the requirements.

Other crewmembers must read and understand the requirements of the dispatcher bulletin.

If the release form is not available when reporting for duty, the conductor or engineer must promptly contact the Train Dispatcher.

123-A. When a dispatcher bulletin does not contain the correct conductor or engineer name and ID the Train Dispatcher must be notified to confirm the dispatcher bulletin number.

Exception: Conductors and engineers called to work yard assignments are not required to contact the Train Dispatcher.

123-B. The conductor or engineer must contact the Train Dispatcher when more than four hours have elapsed between the time shown at the bottom of the release form and the time the crew goes on duty.

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124. The Train Dispatcher may transmit a release form immediately after transmitting the dispatcher bulletin.

If the release form is not received at the same time as the dispatcher bulletin, the conductor or engineer must immediately contact the Train Dispatcher.

The Train Dispatcher may transmit a release form or orally release the train with the conductor or engineer.

When the train is orally released the conductor or engineer will repeat to the Train Dispatcher:

(1) The dispatcher bulletin number, and

(2) The total amount of dispatcher messages

The Train Dispatcher will then give his "OK" the time and his initials which must be recorded on the dispatcher bulletin by the conductor or engineer.

126. If a dispatcher bulletin is sent by means other than a dedicated bulletin printer or "CSX Techno fax" the conductor or engineer must contact the Train Dispatcher to confirm the entire contents of the dispatcher bulletin. After confirmation, the Train Dispatcher initials, "OK" and time must be recorded on the release line.

127. In dispatcher bulletins, trains will be identified by their train designation.

128. Dispatcher messages once in effect, continue so until fulfilled or annulled. A part of a dispatcher message specifying a particular engine number or name of any employee-in charge may be superseded.

A part of a dispatcher message must not be annulled.

Exception: A specific speed restriction may be canceled using Line 6 of Form EC-1.

129. Dispatcher bulletins must be retained and observed on all trips during the tour of duty on which received.

Before operating on any subdivision not listed on their dispatcher bulletin, the conductor or engineer must contact the Train Dispatcher to obtain any necessary instructions.

130. The conductor or engineer must contact the Train Dispatcher for instructions before proceeding when trains are re-crewed,

- At other than a crew change point, or
- For the purpose of yarding a train.

Form EC-1

150. Completing Form EC-1 properly

Information shown on Form EC-1 must,

(a) Be legible,

(b) Unless directed by the Train Dispatcher, must be without

(1) Erasure or

(2) Alteration.

(c) Contain authorized abbreviations only.

Receiving employees will circle the number preceding the applicable Form EC-1 line. Employees must review the entire form for additional information.

151. Addressees

Form EC-1 must only be copied by those who are to execute the requirement, indicating the

- EC-1 Form Number,
- Date,
- Location (if applicable),
- Train ID (if applicable),
- Engine number (if applicable), and
- Name of employee copying.

If the identifying engine does not have "CSX" on it, the initials appearing on the engine will precede the number. For example "Eng BNSF 1800"

152. Transmitting *Form* EC-1 Instructions

EC-1 instructions will only be transmitted to employees on moving equipment when it can be received and copied without impairing safety.

The train must be stopped if the employee at the controls of the locomotive cannot be fully advised of the situation and cannot comply with the instruction given.

When information is transmitted to moving equipment, it must not be copied or repeated by an employee operating the equipment.

When issuing and repeating Form EC-1's, employees must read aloud and plainly pronounce all applicable preprinted and written portions. Numerals must be pronounced digit by digit,

Example: "105" will be pronounced "One-zero-five". The receiving employee must ensure that two copies of the Form EC-1 are made.

The Train Dispatcher will not give their "OK" time and initials until the receiving employee correctly repeats the Form EC-1 instructions.

Form EC-1 must not be acted upon and shall be treated as though not sent if the Train Dispatcher has not given their "OK" Time and initials.

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153. Reading and complying with Form EC-1

Employees must confirm their understanding with each other of the instructions before reaching the affected location and are responsible for proper compliance. These employees must remind the employee required to execute the requirements instructions on Form EC-1.

154. Errors Discovered

If an error is discovered before the Train Dispatcher has given their "OK" time and initials, the Train Dispatcher must direct the receiving employee to destroy their copies or make necessary correction on Form EC-1.

If an error is discover after the Train Dispatcher has given their "OK" time and initials the Form EC-1 must be cancelled.

155. Modifications to Form EC-1

Once the Train Dispatcher has given "OK" time and initials, only the following cancellations or modifications may be made,

(a) Cancellation(s),

(1) Entire EC-1, or

(2) Line 6, or

(3) Line 7 through 15 using line 16.

(b) Modification(s),

(1) Close-up a Train or OTE authority, or

(2) Direction on Line 1, or

(3) Line 5 through line 16.

156. Effective Period of a Form EC-1

Form EC-1 instructions are in effect until fulfilled, or canceled. EC-1 instructions that have not been fulfilled, or canceled, must be observed on all trips during the tour of duty on which received

Form EC-1 instructions which have been fulfilled, or canceled must be marked then retain and held available for inspection for a period of 7 days.

157. Canceling Form EC-1

A Form EC-1 instruction will be canceled on the same form, as follows:

The Train Dispatcher must contact the employee addressed and state their intent to cancel Form EC-1 instruction.

The Train Dispatcher must state the Form EC-1 number and date. When canceling the entire Form, the Train Dispatcher will also give the cancellation time and date, and their initials.

The employee copying must record all cancellation information on the appropriate line of their copy of the Form EC-1.

The employee copying must repeat the Form EC-1 number, date and all cancellation information to the Train Dispatcher.

The Train Dispatcher must ensure that all cancellation information is repeated correctly.

When cancellation information is transmitted, the receiving employee must ensure that all employees affected receive the cancellation information and mark their Form EC-1 accordingly.

Main Track Yard Limits

193. Entering and Occupying Main Track

Trains are authorized to enter and move within main track yard limits by signal indication or permission of the Train Dispatcher. Trains must not move against the current of traffic until authorized by the Train Dispatcher.

193-A. Speed on Main Track

All movements must be made at Controlled Speed, not exceeding 20 MPH until the leading end reaches the far limits.

Exception: Signaled track; Controlled Speed, not exceeding 20 MPH does not apply when operating under a block signal indication that is more favorable than approach.

Non-Signaled Track: Controlled Speed, not exceeding 20 MPH. Movements will approach all switches prepared to stop until it is determined switch is lined for the intended route.

193-B. Clearing Main Track

After the train completes use of the main train in non-signaled territory, the train crew must report clear promptly to the Train Dispatcher.

223. Movements That May Not Shunt

Under certain conditions a single car or a single light locomotive unit may fail to actuate the block signals or the highway grade crossing warning devices. These movements must not be stopped on sand, if at all possible. If it is necessary to use sand to stop, the engine or car must be moved clear of the sanded portion of the rails immediately after stopping.

Trains occupying rusty rails, or rails covered with sand, oil or other matter, may also fail to shunt the track circuits. Employees must be especially vigilant to detect and report such conditions and, unless otherwise instructed by the Train Dispatcher, they must provide proper protection.

223-A. Rust on Rails or Wheels

If rails are rusted or cars have been left standing and wheels are rusted, crewmembers must confer with the Train Dispatcher. If rails are rusted, Signal Maintainers must notify Train Dispatchers.

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224. Next Governing Signal

Trains may operate according to the indication of the next fixed signal governing the movement after:

(1). The next governing signal can be plainly seen,

(2). The rear of the movement has passed through all crossovers and turnouts, and

(3). The train is not required to operate at Restricted Speed.

224-A. Stopped or Delayed in a Block

(a) Trains Making Stops

If a train that has passed a block signal stops for any reason it must proceed at controlled speed not exceeding the speed permitted by the previous signal until the,

(1) Next signal is seen to display a proceed indication, and

(2) Track is observed to be clear to the next signal.

Exception:

(1) Within CPS Territory trains must proceed at restricted speed.

(2) In cab signal territory, the train may proceed in accordance with cab signal indication.

(b) Train Speed Reduced

When a speed has reduced to 15 miles per hour or less after passing a signal governing either the approach to a railroad crossing at grade, or the beginning of signal territory, the train must approach the next signal prepared to stop. It must do so until the leading end of the movement reaches the next signal and it can be seen that the indication of the signal permits the train to proceed.

(c) Passenger Trains Making Station Stops or Slow Movement After Passing Distant Signal

If a train that has passed a distant signal makes a station stop or reduces speed to less than 10 MPH, it must:

(1) Approach the home signal prepared to stop, and

(2) Not exceed 40 MPH, unless governed by a slower speed.

The train may resume the speed authorized by the distant signal when the home signal is seen to display a proceed indication.

If a passenger train makes a stop other than a station stop in any block, it will be governed by paragraph “a” of this rule.

225. Movements Requiring Restricted Speed

A signal indication requiring Restricted Speed applies until the leading end of the train reaches the next governing signal. When a signal aspect requiring Restricted Speed is displayed by a signal governing movements into non-signaled territory, it will apply:

(a). To the movement of the entire train through turnouts and crossovers, and

(b). Until the leading end of the train reaches the end of signaled territory.

225-A. Movement Not Governed by Fixed Signal Indication

Movements not governed by fixed signal indication must receive permission from the Train Dispatcher. Movement may then proceed at Restricted Speed to the,

(a). Next signal or

(b). End of signaled territory if the movement is to enter non-signal territory.

In cab signal territory, trains may proceed in accordance with cab signal indication after clearing limits.

226. Overrunning A Stop Signal

A train approaching a fixed signal requiring a stop must stop before any part of the movement passes the signal.

If a train overruns an authority on a track signaled in both directions:

(1). The Train Dispatcher must be notified, and

(2). Warning provided as prescribed by Rule 70.

If a signal indicating Stop is overrun, all feasible measures must be taken to protect the trains. The situation must be reported to the division superintendent and chief Train Dispatcher.

226-A. Passing An Absolute Signal

When the leading end of a train stops less than one engine length after passing an absolute signal, the train must not proceed again, without receiving permission from the Train Dispatcher. However, the train may proceed if the signal can be seen to be displaying an aspect to proceed.

226-B. Passing a Stop Signal

To pass a Stop Signal, a train must have verbal permission of the Train Dispatcher. A member of the crew must contact the Train Dispatcher and follow his instructions.

(a). Giving Permission to Pass

Before giving permission to pass the Stop Signal, the Train Dispatcher must,

1. Determine the track to be used is clear of opposing and conflicting movements and no

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opposing or conflicting movements have been authorized.

2. Affected appliances are properly positioned. If the appliances are shown as

(a) Out-of-correspondence or

(b) Low Air activated

Instructions must be given to the crew to hand operate or spike the appliance when issuing permission to pass the stop signal.

3. When conditions allow, the signal is requested the same as if the signal could be displayed to proceed.

4. Blocking devices have been applied.

After the above procedures are implemented, and instructions issued concerning any power-operated switches the Train Dispatcher will instruct the train to

"After stopping proceed by stop signal at _____ (location) from track _____ to _____ track in the _____ direction"

When permission is given to pass a Stop signal in order to couple to cars or to move to location short of a block signal, this information must be included in the instructions.

The receiving employee must repeat this permission and the Train Dispatcher must then confirm it.

(b). Movement After Permission Has Been Confirmed

After permission has been confirmed, the train must operate at Restricted Speed until the entire train has cleared all controlled point switches or spring switches and the leading wheels have:

- Passed a more favorable fixed signal, or
- Entered non-signaled territory.

Exception: A stop aspect may be passed at Restricted Speed without authority of the Train Dispatcher when necessary to recouple to own train located immediately beyond the signal AND no power operated switches are involved.

In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.

c. Stopped At A Railroad Crossing At Grade

When a train is stopped at a stop signal at an automatic or remotely controlled and no immediate conflicting movement is evident, the movement will be governed by:

(1) Following special instructions,

(2) At remotely controlled railroad crossing at grade with control by control station over intersecting line,

(a) Communicate with control station if no conflicting movement is evident.

(b) Must get permission from control station to pass **Stop signal.**

(c) Proceed at restricted speed

(1) To next signal or;

(2) If no next signal, entire train clears turnouts and crossovers and leading end of train reaches the opposing absolute signal.

(3) At remotely controlled railroad crossing at grade in which control station doesn't have control over the intersecting line.

(a) Communicate with control station if no conflicting movement is evident.

(b) Must get permission from control station to pass stop signal.

(c) If equipped with a time release.

(1) Leading end of train must not be more than 250 feet from signal and remain at that location during time release interval.

(2) Operate time release if no conflicting

(3) Movement is evident.

(4) If signal changes, proceed.

(5) If signal does not change by the expiration of the time release interval, and no conflicting movement is evident, pull by signal at least 30 feet, stopping clear of the intersecting line. After waiting a period of time equal to the time release interval and no conflicting movement is evident, the train may proceed at restricted speed to the next signal or if no next signal, till the entire train clears turnouts and crossovers and leading end of train reaches the opposing absolute signal.

(d) If not equipped with a time release.

(1) If no conflicting movement is evident, pull by stop signal at least 30 feet stopping clear of the intersecting line.

(2) Wait 10 minutes

(3) If no conflicting movement is evident, the

(4) Train may then proceed at restricted speed to the next signal or if there is no next signal, entire train clears turnouts and crossovers and leading end of train reaches the opposing absolute signal

(5) At an automatic railroad crossing at grade.

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(a) Leading end of train must be stopped not more than 250 feet from the stop signal and it must remain at that location during the time release interval.

(b) Operate the time release in accordance with instructions.

(c) If signal changes, proceed.

(d) If signal does not change its indication at the

expiration of the time release interval.

Note: If in signaled territory, permission must be obtained from the dispatcher to pass the stop signal.

1) If no conflicting movement is evident, train will pull by the stop signal at least 30 feet, stopping clear of the intersecting line.

2) Train will wait a time equal to the time to the release interval.

3) If no conflicting movement is evident, the train may then proceed at restricted speed to the next signal or, if there is no next signal, to a point in which the entire train is through turnouts and crossovers and until the leading end of the movement reaches the opposing absolute signal.

4) N/A

(5) Return to train indicators used to permit a train that has been left standing immediately beyond a railroad crossing at grade.

When indicator light displays a white light, the movement may pass the signal displaying Stop and return to the train.

(a) The indicator conveys no information as to the position of power operated switches.

(b) If power switches are not lined for the desired route, they must be handled, as required by Rule 275.

(c) Where power switches are lined for the desired route, the movement may be made over the switches in “motor” or “power” position, without securing authority of the control station, required by Rule 275.

(d) At some railroad crossings at grade, a release is located on the side of the signal that must be operated to receive a signal for a reverse movement over the crossing.

(e). Stop Signal Disregarded

If a Stop Signal is disregarded, the Train Dispatcher or Operator must immediately take two actions:

1. Attempt to stop that train and other trains involved.
2. The incident must be reported to Chief Train Dispatcher and Network Operations.

227. Unexpected Signal Changes

If a train operating on a signal indication more favorable than Approach encounters a Stop Signal, or Restricting Signal, the train must:

(1) Comply with the signal indication consistent with good train handling, unless conditions require an emergency brake application, and

(2) Report the occurrence to the Train Dispatcher.

228. Absent or Imperfectly Displayed Signals

A signal imperfectly displayed must be regarded as the most restrictive indication that can be conveyed by that signal.

Exceptions:

1. If only one indication is possible, this indication will govern.

2. When the arms of a semaphore signal can be seen, they will govern;

3. When one colored light is displayed in the cluster of lights of a color position light signal, it will mean the same as two lights in the cluster; or

4. When one or more lower units of a color light signal aspect is dark, the aspect will be observed as though the lights that should be displayed were displaying red. This does not apply to Rule 1290(a).

A signal imperfectly displayed must be reported promptly to the Train Dispatcher.

If a fixed signal is absent from the place where it is usually shown, movement must be governed by the most restrictive indication that can be given by that signal. This absence must be reported to the Train Dispatcher immediately.

229. Improper Signal

Should an improper signal aspect permitting a train to proceed be observed,

(1) Bring train to a safe and normal stop before passing the signal,

(2) Notify the Train Dispatcher and be governed by their instructions.

(3) Until relieved by the Train Dispatcher, an employee must be stationed a sufficient distance to:

(a) Ensure protection, and

(b) Notify approaching trains that might be affected.

The Train Dispatcher will be responsible for the following,

(1) Stop all train movements,

(2) Notify the signal specialist of the location and the aspect of the signal, and

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(3) Make no attempt to

(a) Move trains beyond this location or

(b) Change the signal aspect or

(c) Change signal appliances

until a signal specialist arrives and be governed by their instructions.

230. Switching Movements

a. Recoupling Behind Leaving Signal

When switching at a point where the movement is governed by signal indication sufficient room will be provided, when feasible,

for the engine to be recoupled to the train behind the leaving signal. Such train must not proceed except by signal indication or by permission of the Train Dispatcher.

b. Switching Limits

A train may occupy a specific track segment and move in both directions when authorized by the Train Dispatcher.

The train must be clear of the track segment before the time limit expires and the Train Dispatcher must be so advised. A train that has been reported clear must not occupy the track segment again without securing a new authority.

The authority to work does not relieve the crew of complying with block signal indications.

When more than one train is authorized to work in the same track segment, each authority must include the requirement for both trains to protect against each other and each engineer must be so advised. Movements must be made at a speed that will permit stopping within one-half the range of vision, regardless of signal aspects displayed, not exceeding the indications conveyed by such signals.

c. Remaining Clear of Insulated Joints

Trains or equipment on sidings and other tracks must be left standing clear of the insulated joints at the clearance point.

231. Using Switches

A switch that provides access to a signaled track must not be opened unless authorized. This may only be authorized by signal indication or by permission of the Train Dispatcher.

231-A. Power Operated Switches

a. Movement over Power Operated Switch

Unless authorized by signal indication or Train Dispatcher, a movement must not be made over a dual-controlled, power-operated switch until the switch has been placed in “Hand” position or over a non-dual-controlled, power-operated switch until the switch has been spiked.

Permission of the Train Dispatcher must be secured before a power-operated switch may be placed in ”Hand” position or before it may be spiked. The Train Dispatcher will advise when the switch is to be left in “Hand” position and when it is to be left spiked.

If the Train Dispatcher cannot ascertain that the switch is under control and indicating properly on the control machine, movement must not be made over the switch until the switch has been placed in “Hand” position if it is dual-controlled or until it is spiked if it is non-dual-controlled.

When necessary to place a dual-controlled switch in “Hand” position:

1. Unlock switch lock;

2. Place selector lever in “Hand” position. (On pneumatic power-operated switches, unlock the small lever at the end of the machine and pull out a full stroke);

3. Operate the hand-throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand-throw lever, to ensure the points are controlled by the operation of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route.

4. Line the switch for the route to be used;

5. When making a facing-point movement, the entire movement must clear the switch points before the selector lever may be restored to “Motor” or Power” position;

6. When making a trailing-point movement, restore the selector lever to “Motor” or Power” position after the leading wheels of the movement have moved onto the switch points;

7. The Train Dispatcher and the engineer must be notified when the switch has been restored to “Motor” or “Power” position; and

8. The same employee who places a dual-controlled switch in “Hand” position must restore the switch to “Motor” or “Power” position unless other arrangements are made.

During the time that the switch is in “Hand” position, switching movements may pass signals that govern movement over the switch, when the signals indicate Stop. Such movements must be made at Restricted Speed. After the switches have been restored to “Motor” or “Power” position, a train must not proceed, except by proper signal indication or as authorized by the Train Dispatcher.

Continued on next page

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b. Permission to Place Dual-Controlled, Power-Operated Switch to Hand-Position

Before authorizing an employee to place a dual-controlled power-operated switch in hand-position, the Train Dispatcher must know that:

1. The track section to be used is clear of any conflicting movements,

2. No conflicting movements have been authorized; and

3. The devices controlling signals and/or switches are blocked and coded (where code controlled) in position to prevent any conflicting movements.

232. Assisting a Standing Train

(a) Train Dispatcher Responsibilities

The Train Dispatcher may permit an engine to enter a block occupied by a standing train to be assisted after,

(1) Issuing Form EC-1 preventing the standing train from moving, and

(2) Knowing a clear understanding exists between both crews, as to the location of the standing train.

(b). Crew of Standing Train Responsibilities

A crewmember of the standing train must provide warning against the assisting engine. The crewmember equipped with flagging equipment must proceed in the proper direction ¼ mile, and display a lighted fusee when the assisting engine is seen or heard approaching. The employee must remain at that location until the assisting engine arrives, or until the employee is recalled.

(c). Crew of Assisting Engine Responsibilities

The assisting engine will stop ¼ mile from the standing train and approach the location of the standing train at Restricted Speed.

Before the assisting engine detaches from the train and makes a movement within the same block the crew must obtain permission from the Train Dispatcher. In 251 territory, permission from the Train Dispatcher is required to operate with the current of traffic.

233. Leaving Unattended Equipment

Permission must be obtained from the Train Dispatcher before unattended equipment is left on the main track.

When permission is granted:

(1) The departing crew must ensure that the equipment to be left unattended is properly secured.

(2) The Train Dispatcher must be advised of and make a record of the following:

(a) The specific locations of both ends of the equipment,

(b) The total number of engine units and cars, and

(c) The identifying initials and number of the engine unit or of the car at each end of the equipment.

235. Removing Unattended Equipment

(a) Train Dispatcher Responsibilities

The Train Dispatcher may grant permission to permit a train to remove cars from the main track. This may be done only after the Train Dispatcher knows that a clear understanding exists with the crew of the information required in 233(2) above.

(b) Crewmembers Responsibilities

The train will stop ¼ mile from the standing equipment and approach the location of the standing equipment at Restricted Speed.

When the unattended equipment is removed from the block, the Train Dispatcher must be advised as to:

(1) The number of engine units or cars moved, and

(2) The identifying initials and number of the engine unit or car at each end of such equipment.

251. Track Signaled in One Direction

a. When track is signaled in only one direction, signal indication will be the authority for trains to operate with the current of traffic.

Movements against the current of traffic will be governed by DTC or DCS Track Warrant Rules.

Exception: Movements may be made as prescribed by Rules 89, 193, or special instructions.

(b) Movements Against the Current of Traffic

When moving against the current of traffic, trains must approach fixed signals at a speed that will permit compliance with the most restrictive aspects that such signals can display. The signal indications do not authorize movement against the current of traffic.

Trains moving against the current of traffic must not change direction to move with the current of traffic, unless authorized to do so.

Trains may be moved against the current of traffic when verbally authorized by the Train Dispatcher when trains that could move with the current of traffic are:

(1) Stopped by the display of a Stop aspect on a controlled absolute signal located at the point of restriction and after the engineers are advised of the opposing movements that is to be made;

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(2) Restricted by the display of a Stop aspect on at least two controlled absolute signals at or preceding the point of restriction;

(3) Restricted by the display of a Stop aspect on a controlled absolute signal located at or preceding the point of restriction, and prior to that, by a signal displayed for a diverging route;

(4) Given a copy of Form EC-1 prior to reaching the point of restriction;

(5) Held by withholding issuance of Release Form at an on-duty location preceding the point of restriction.

Note: Engines may be permitted to operate within or yard limits when prohibited from leaving such limits in accordance with (1) through (5) of this rule.

(c) Movement against Current of Traffic at a Control Point

The Train Dispatcher may verbally authorize movement against the current of traffic at an . This movement is limited to one train length beyond the home signal. Before authorizing such movement, the Train Dispatcher must determine that:

1. The track to be used is clear of opposing movements, and
2. Signals governing opposing movements are in Stop position, and
3. Blocking devices are applied to protect against opposing movements.

The blocking devices holding opposing movements must remain applied until the movement against the current of traffic has been completed.

261. Track Signaled in Both Directions

Signal indication will be the authority for a train to operate in either direction on the same track.

266. Suspension of Signal System

Block Signals and signal rules may be temporarily removed from service by special instructions, Train dispatcher message or Form EC-1.

An alternate method of operation must be established and all trains affected notified.

Signals may only be removed from service when authorized by the proper authority, under the following conditions:

(a) When a signal system is rendered inoperative by storm or flood,

(b) When the signal system is disrupted for other cause and prompt restoration cannot be effected, or

(c) When construction work necessitates the signals' temporary removal from service.

When a signal system is suspended, the intermediate signals within the affect limits will be temporarily suspended from service.

Unless otherwise specified, trains must,

1. Approach all absolute signals, prepared to stop and not pass these signals without permission of the Train Dispatcher.

2. Approach all public crossing at grade that are equipped with automatic grade-crossing warning devices prepared to stop.

This must be done unless the warning devices are operating. Trains will proceed over such crossings only when it is safe to do so,

3. Examine switch points to ensure they are lined and secured before making facing point movements over spring switches,

4. Operate switches and derails as prescribed by Rule 104-I, and

5. Stop at Drawbridges and railroad crossings at grade and will be governed by rules or special instructions in effect for that particular location.

Automatic Block Signal (ABS) Rules

Automatic Block Signal (ABS) Rules apply only where designated by Timetable or Bulletin Order. Their purpose is to control the movement of trains in territory where the entrance to each block is governed by fixed signals, cab signals, or both. ABS signals convey to trains the occupancy and/or condition of the track ahead of them. Under normal conditions train movements are authorized by these signals.

270. Occupying or Fouling Signal Territory

Trains must not enter signal territory unless authorized by block signal or permission of the Train Dispatcher. Trains will be governed by block signals. Such system will constitute an Automatic Block Signal (ABS) or Control Point (CPI) Signal System.

When verbal permission is given to enter Rule 261 territory, the permission must include an authorized direction of movement.

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271. Hand-Operated Switch

a. Crew Responsibility at Hand-operated Switch

After permission is received to enter ABS territory at a hand-operated switch, crew members must take the following action to ensure adequate signal protection:

1. At switch(es) not equipped with a bolt lock or an electric lock, a crew member must promptly operate the switch(es), and then wait 5 minutes before starting train movement. If a train is seen or heard approaching on the track to be occupied before the 5 minutes has elapsed, switch(es) must be secured in normal position.

Permission must again be obtained from the Train Dispatcher to occupy the main track.

1. At switch(es) equipped with a bolt lock but not an electric lock, a crew member must promptly operate the bolt lock and then wait 5 minutes before operating the switch(es).
2. At switch(es) equipped with an electric lock, train movement may begin as soon as the switch(es) have been properly lined.

b. Relief from 5-Minute Wait

The Train Dispatcher may relieve crew members from the 5 minute waiting period. To do so, the Train Dispatcher must determine that no train is moving or has been authorized to move in the direction of the switch(es) from the last TBS, or controlled point. When switch(es) have been lined for movement, a member of the crew must immediately notify the Train Dispatcher or Operator. The Train Dispatcher must not authorize the movement of a train from the last TBS, or controlled point until this notification has been received.

Exception: In 261 territory, before authorizing a train to enter or to foul a signaled track or controlled siding, or to cross from one such track to another the Train Dispatcher must ascertain that:

1. The track section is clear of any conflicting movements and no conflicting movements have been authorized; and
2. The devices controlling the signals and/or the switches are blocked and coded in position (if code controlled) to prevent any conflicting movements into such track sections. This must be done until the train occupies the track.

c. Speed Entering ABS Territory Between Signals

A train entering a block between signals must proceed at Restricted Speed until the entire train has entered the block and the leading wheels have passed the next block signal. In cab signal territory, the train may proceed in accordance with cab signal rules and signals.

272. Reverse Movement within the Limits of Same Block

A train may make a reverse movement, at Restricted Speed, within the limits of the same block when preceded by a crewmember, who must be prepared to stop an opposing movement operating at Restricted Speed.

The Train Dispatcher may permit a train to make a reverse movement, at Restricted Speed, within the limits of the same block, without a crewmember preceding the movement. A crewmember must be stationed on the leading end of the movement to observe conditions ahead and take action to properly control the movement of the train.

Before permission is granted, the Train Dispatcher must determine that the track to be used is clear of conflicting movements and that blocking devices are applied to protect against opposing movements.

272-A. Reverse Movement Beyond Limits of Block

a. Where Rule 251 is in Effect

Where Rule 251 is in effect, a train must not make a reverse movement beyond the limits of the block without authority, as prescribed by non-signaled TWC rules.

b. Where Rule 261 is in Effect

Where Rule 261 is in effect, a train must not make a reverse movement beyond the limits of the block without verbal permission of the Train Dispatcher. Before permission is granted, the Train Dispatcher must determine that:

1. The track to be used is clear of opposing movements, and
2. Signals governing opposing movements are in Stop position, and
3. Blocking devices are applied to protect against opposing movements.

Verbal permission to re-enter the block must be given in the following manner:

"R234-15 engine 4129 reverse direction on No. 2 track at MP 5 and proceed west to MP 6."

Movement must operate at Restricted Speed until governed by a more favorable signal.

274. Clearing, Switches Restored to Normal Position

a. After Train Clears a Block: Reporting Clear

When a train clears a block at a hand-operated switch or crossover, and the switch(es) have been

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restored to normal position, it must be reported clear to the Train Dispatcher by the Conductor, Engineer, or member of the crew authorized by the Conductor or Engineer.

b. Hand-operated Switch or Crossover: Permission to Re-enter Block

When hand-operated switch(es) have been restored to normal position, it must not again enter that block without permission of the Train Dispatcher.

c. Where Rule 261 is in Effect

A train may clear the main track at a hand-operated switch if the maximum speed over the switch is 20 MPH or less or if the switch is equipped with a,

1. signal, or

2. electric lock.

Exception: Trains may clear at a hand-operated switch on a signaled siding with no intermediate signals and a maximum speed that does not exceed 30 MPH.

A train, using a track on which it is not permitted to clear, must leave part of the train on the connecting signaled track or leave the switch open until the work is completed.

Controlled Point (CPI) Signal Rules

Controlled Point rules apply to any movement within a controlled point. These rules cover the movement within and through controlled points.

280. Clearing of Controlled Point Signals

Controlled point signals govern the use of the routes of a controlled point whose indications will authorize the trains' movement. These signals must be cleared sufficiently in advance of approaching trains to avoid delay.

281. Occupying A Controlled Point

a. Trains must not enter or foul a signaled track where these rules are in effect except:

1. When governed by controlled signal indication; or

2. With permission of the Train Dispatcher, obtained by the conductor or the engineer.

b. Authorizing Train to Occupy Track

Before authorizing a train to enter or to foul a signaled track or controlled siding, or to cross from one such track to another the Train Dispatcher must ascertain that:

1. The track section is clear of any conflicting movements and no conflicting movements have been authorized; and

2. The devices controlling the signals and/or the switches are blocked and coded in position (if code controlled) to prevent

any conflicting movements into such track sections. This must be done until the train occupies the track.

284. Reversing Direction within a Controlled Point

When the rear of the movement is stopped between the home signals of a railroad crossing at grade, proper signal indication or permission of the Train Dispatcher is required to:

1. Make a reverse movement, or

2. To make a forward movement after making a reverse movement.

285. Controlled Point Signal Changes to Stop

If a signal aspect permitting a train to proceed changes to Stop Signal before it is reached, the stop must be made as soon as safe handling will permit. Such signal changes must be reported to the Train Dispatcher.

286. Stopped in a Control Point by Train Dispatcher

If the Train Dispatcher stops a train while it is moving through a control point, the train must not move in either direction until it has received the proper signal or permission from the Train Dispatcher.

287. Stop Less than One Engine Length beyond Signal

If a train stops less than 1 engine length beyond a control point signal, it must not proceed without permission of the Train Dispatcher.

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4301. Approaching a Defect or Clearance Detector

When approaching a defect or clearance detector:
- Be alert for a greeting from the detector, which may be a voice message; or, if equipped, an indicator light.
- Communicate to other crew members the status of the indicator light or contents of the voice message.

4302. Passing over a Defect or by a Clearance Detector

As a train passes over a defect detector or by a clearance detector:
- Listen for an alarm, which will sound if a defect is detected.
- Maintain, to the extent possible, the maximum speed permitted.

If an alarm sounds, immediately reduce the train speed to a level that will permit the train to be stopped promptly after passing over the defect detector.

4303. After Passing a Defect Detector

After a train passes over a defect detector, listen for an inspection results message concerning the inspection of the train, communicate with other crew members the contents of the inspection results message, and be governed as follows:

NOTE: Where used in these rules, the term “hot box”, “hot journal”, and “hot bearing” are used interchangeable.

See train, defect and clearance detectors table on next page.

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A. Conditions Applying to Type-1 Detectors

If greeting message	And inspections results message	Then
(a) Was or was not received	Indicated no defect(s)	Proceed.
(b) Was or was not received	Indicated no defect(s)	Stop. Inspect for reported defect(s)
(c) Was or was not received	Indicates the: • Hot bearing detector has malfunctioned or is not working. • Dragging equipment detector has Malfunctioned. • Defect detector has malfunctioned or is not working.	Stop. Inspect entire train for defects.
(d) Indicates the: • Hot bearing detector has malfunctioned or is not working. • Dragging equipment detector has malfunctioned or is not working.	Was not received or was not clearly received.	Proceed. Perform a visual, on-board inspection.
(e) Was not received	Was not received or was not clearly received.	Do not exceed 30 MPH until passing over the next detector that inspects for the same type of defect or contact the train dispatcher and after receiving their permission stop and inspect entire train.
(f) Was received	Was not received or was not clearly received.	Stop. Inspect entire train for defects.
(g) Was received	Indicated a defect at a location that Is known to be inaccurate.	Stop. Inspect entire train for defects.
(h) Was received	Indicates an “Axle Count Malfunction” message.	Proceed. Perform a visual, on-board inspection.
(i) Was or was not received	Provided an axle count different than The number of axles known to be In the train.	Comply with rule 4037 (Comparing Axle Count Information).

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4304. Inspecting the Train for Reported Defects
When a defect is reported by a defect detector, promptly stop the train consistent with good train handling techniques.

A. Making Required Walking Inspection
Perform a walking inspection of your entire train when your train:
- Is not inspected by two consecutive defect detectors, including defect detectors temporarily out of service.
- Passes over two consecutive defect detectors at less than 8 MPH and no defects are indicated by either defect detector.

B. Reported Defect
When a defect is reported, be governed as follows:

Conditions	Freight Trains	Passenger Trains
(a) A defect is not found at the location Identified and the trains speed was 8 MPH or more.	Inspect 20 axles before and after the reported defect. Both sides of the train must be inspected.	Inspect remaining axles on the same side of the car that the defect was reported on and two cars ahead and behind the suspected car. If no side was indicated, or you are uncertain which side the reported defects on, the same axles on both sides of the train must be inspected.
(b) A defect is not found at the location Identified and the trains speed was less than 8 MPH.	Make a walking inspection of the entire train.	Make a walking inspection of the entire train.
(c) No defect is found during the required inspection.	Proceed at authorized speed – key trains refer to Eastern Code Hazardous Materials Section VII Rule 4d.	Proceed at authorized speed.
d) A “Hot Bearing” is found.	Inspect bearing in accordance with rule 4101 (Inspecting a Rolling Bearing Reported Hot) or 4102 (Inspecting a friction Bearing Reported Hot).	Inspect bearing in accordance with Rule4101 (Inspecting a Roller Bearing Reported Hot) or Rule 4102 (Inspecting a Friction Bearing Reported Hot).
(e) A “Hot Bearing” is indicated at a bearing previously tagged with a “Hot Box” tag.	Set the equipment out even if there is no evidence of overheating.	This part (e) applies only to freight trains.
(f) The same bearing actuates two or more defect detectors on the same trip and no defect is found.	This part(f) applies to Passenger trains only.	(1) Proceed not exceeding 30 MPH for 5 miles. (2) After 5 miles, inspect all bearings on the car that actuated the defect detector and the bearings on the 2 cars ahead of and behind it. (3) If no defect is found, the train the train may operate at authorized speed to the next authorized passenger equipment repair point where the car can be set out and, (4) The car with the suspected hot bearing must be examined every 100 miles until the set out location is reached.

NOTE: A “Red Hot” tag must be used as required by Rule 4103 (Reporting Inspection of and Tagging Bearings Reported Hot) when a defective bearing is reported by any means.

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16th Bridge Operation

The 16th Street Air Line Bridge at MP DCB 2.24 Operator will be on duty from 0700 to 1500 CST, Wednesday, Saturday and Sunday. There will not be a bridge tender on duty between December 5th and April 15th.

The following will apply for railroad operations:

The normal position for the 16th Street Air Line Bridge is lined for rail traffic. The Bridge is staffed in accordance with Coast Guard and City of Chicago required hours of 0700 to 1500 hours CST, Wednesday, Saturday and Sunday.

Rail traffic operating in an Eastward Direction, will converse with the BNSF Union Avenue Dispatcher for eastward movement to the bridge. Upon permission to approach the 16th Bridge, operate under signal indication to the Bridge indicator lights. The normal aspect for current of traffic is a lunar with an indication of Restricting. Once the eastward movement has arrived at the Bridge, and the signal is displaying a Lunar Indication, proceed to Metra's 16th Street Interlocking.

Rail traffic operating in a Westward Direction, will converse with the Metra 16th Street Interlocking Operator prior to arrival at 16th Street Tower. Once a signal is provided, proceed to the 16th Street Air Line Bridge to the Bridge indicator lights. The normal aspect for current of traffic is a lunar with an indication of Restricting. Once the Westward movement has arrived at the Bridge, and the signal is displaying a Lunar Indication, proceed to the BNSF Union Avenue Signal.

Rail traffic operating in an Eastward or Westward Direction AGAINST the current of traffic must receive permission from the BNSF Union Avenue Dispatcher, and the Metra 16th interlocking Operator. Once permission is received from all parties, the movement may proceed to the 16th Street Air Line Bridge. Upon approaching the 16th Street Bridge, signal indication will display either a Lunar for restricting, or a red for stop.

If the bridge is displaying a Stop Indication, movement may then occur if the Bridge Operator signals per rule 12C that the bridge is lined and locked for rail movement, and permission is received from the CSX RB Dispatcher by the stop indications. The Bridge Tender will use a green flag by day, and a yellow light by night, or verbal permission is received from the drawbridge tender that the bridge is in safe condition for movement. The RB Dispatcher can be contacted at 708-832-2074, or on AAR Channel 14 Tone 3. Road Channel is AAR 08. The bridge Tender can be contacted at 312-421-6024. If there is no Bridge Tender, a member of the train must ascertain that the bridge is lined for rail movement and lift rails are in proper position before movement is allowed to proceed. Permission may then be requested to cross the Bridge by the CSX RB Dispatcher.

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NOTES

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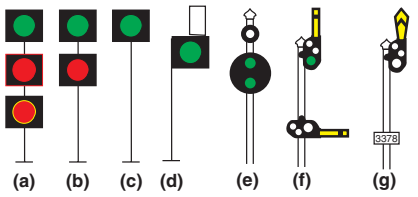
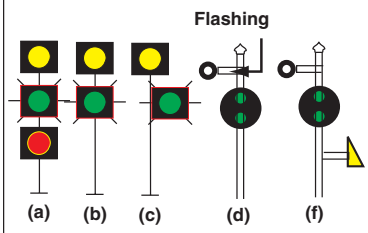
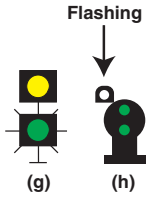
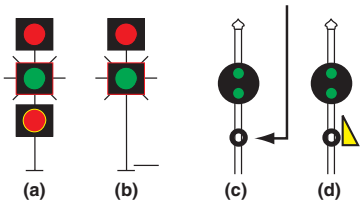
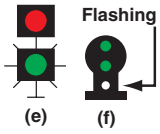
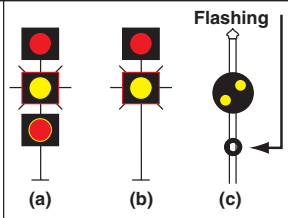
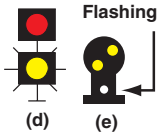
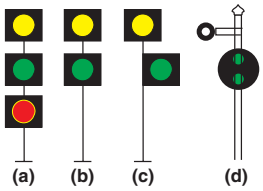
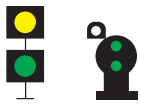
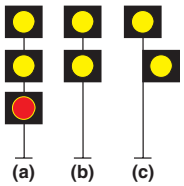
BLOCK AND INTERLOCKING SIGNAL ASPECTS AND WAYSIDE SIGNS

RULE	ASPECTS		NAME	INDICATION
	HIGH SIGNAL	DWARF SIGNAL		
1281			CLEAR	Proceed.
1281-B			APPROACH LIMITED	Proceed, approaching next signal not exceeding Limited Speed.
1281-C			LIMITED CLEAR	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed.
1281-D			LIMITED APPROACH	Limited Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.
1282			APPROACH MEDIUM	Proceed, approaching next signal not exceeding Medium Speed.
1282-A			ADVANCE APPROACH	Proceed, prepared to stop at second signal.

The following light illustration will indicate the signal is flashing

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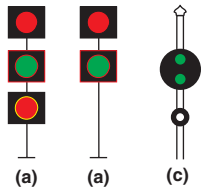
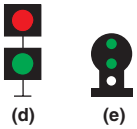
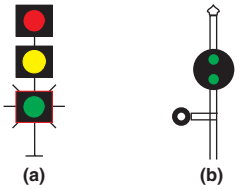
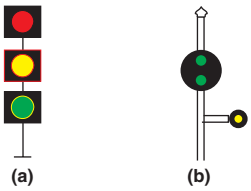
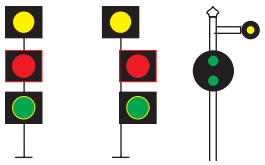
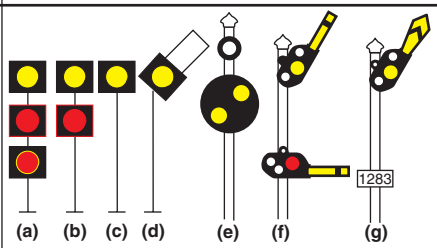
BLOCK AND INTERLOCKING SIGNAL ASPECTS AND WAYSIDE SIGNS

ASPECTS				
RULE	HIGH SIGNAL	DWARF SIGNAL	NAME	INDICATION
1283			MEDIUM CLEAR	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed.
1283-A			MEDIUM APPROACH MEDIUM	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium Speed.
1283-B			MEDIUM APPROACH SLOW	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Slow Speed.
1283-C			MEDIUM ADVANCE APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at second signal.
1284			APPROACH SLOW(f)	Proceed, approaching next signal not exceeding Slow Speed.
1285			APPROACH	Proceed, prepared to stop at next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as the engine passes the Approach Signal.
1285-A			DISTANT SIGNAL	APPROACH NEXT SIGNAL PREPARED TO STOP. NOTE: This signal provides information only about the next signal, not conditions of the track ahead.

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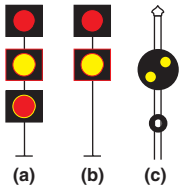
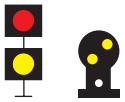
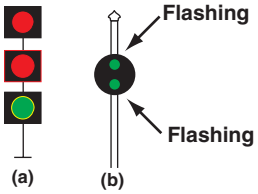
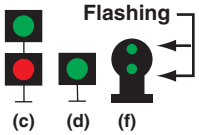
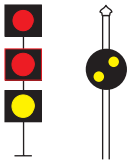
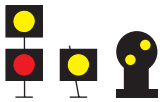
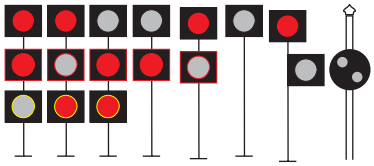
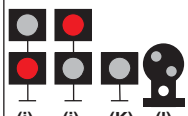
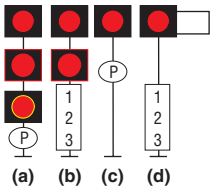
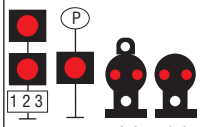
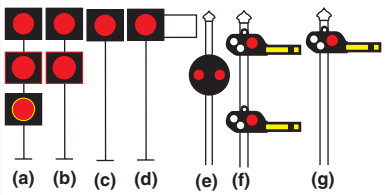
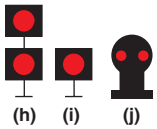
BLOCK AND INTERLOCKING SIGNAL ASPECTS AND WAYSIDE SIGNS

ASPECTS			NAME	INDICATION
RULE	HIGH SIGNAL	DWARF SIGNAL		
1286			MEDIUM APPROACH	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.
1287			SLOW CLEAR	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed.
1287-A			SLOW APPROACH SLOW	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed approaching next signal not exceeding Slow Speed.
1288			SLOW APPROACH	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed prepared to stop at next signal.
1290			RESTRICTING	Proceed at Restricted Speed.
1291			RESTRICTED PROCEED	Proceed at Restricted Speed.
1292			STOP	Stop.

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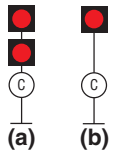
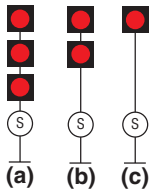
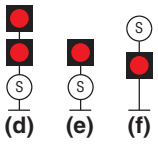
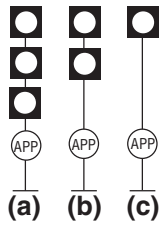
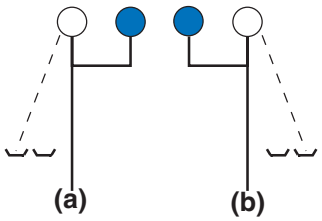
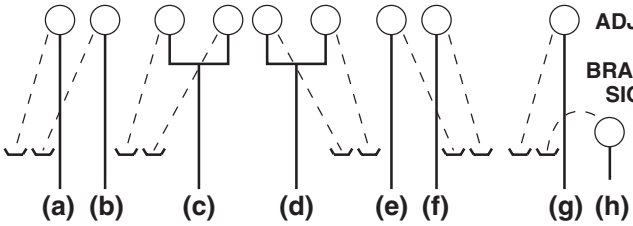
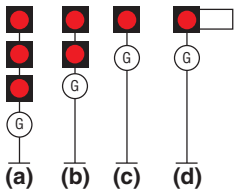
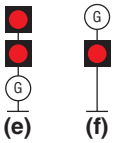
BLOCK AND INTERLOCKING SIGNAL ASPECTS AND WAYSIDE SIGNS

ASPECTS			NAME	INDICATION
RULE	HIGH SIGNAL	DWARF SIGNAL		
1293	 NOTE Stop and check signal is designed by "C" marker.		STOP AND CHECK	Stop and check position of drawbridge, spring switch, derails or gates protecting railroad crossings. If way is clear and drawbridge, spring switch, derails or gates are in proper position, proceed at Restricted Speed.
1294			STOP AND OPEN SWITCH	Stop and open hand-operated switch.
1295	 A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.		APP MARKER	Proceed, approaching next signal as authorized by the aspect displayed. If signal is dark, proceed prepared to stop at next signal until it can be plainly seen that indication of next signal allows train to proceed.
1296			DOLL ARM	A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights, is correspondingly increased.
1297	 ADJACENT OR BRACKETED SIGNALS			Right hand signal governs right hand track and left hand signal governs left hand track.
1298			GRADE	Proceed at Restricted Speed.

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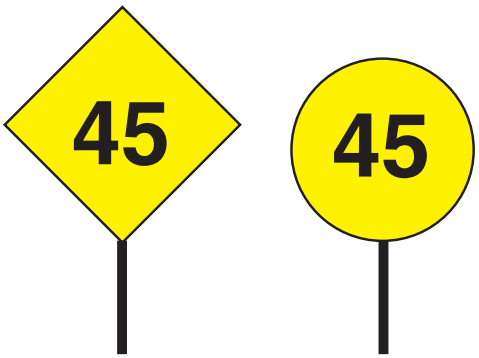
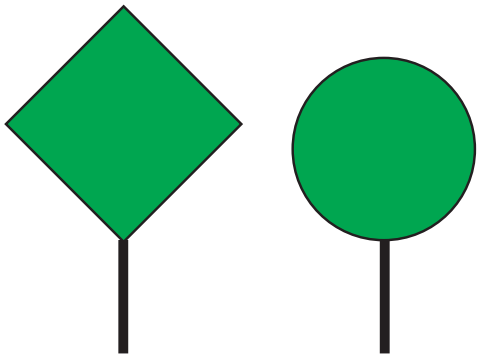
WAYSIDE SIGNS

PERMANENT SPEED SIGNS

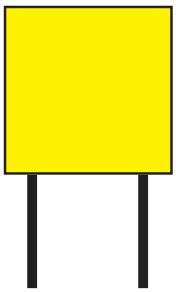


NAME: Permanent Reduce Speed Signs (Rule 42).
INDICATION: Reduce speed as indicated.

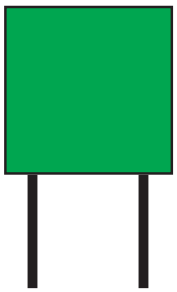


NAME: Permanent End Speed Signs (Rule 42).
INDICATION: Resume speed after rear of train has passed.

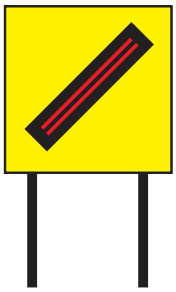
TEMPORARY SPEED SIGNS



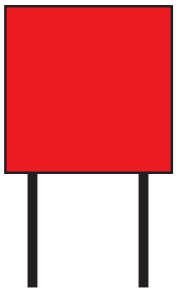
NAME: Temporary Reduce Speed Sign (Rule 43).
INDICATION: Reduce speed as indicated.



NAME: Temporary End Restriction Sign (Rule 43).
INDICATION: Resume speed after rear of train has passed.



NAME: Advance Warning Sign (Rule 43 and 707)
INDICATION: Prepare to reduce speed or stop, limits as directed.



NAME: Conditional Stop Sign.
INDICATION: Stop before entering limits (Rule 89 and 707).

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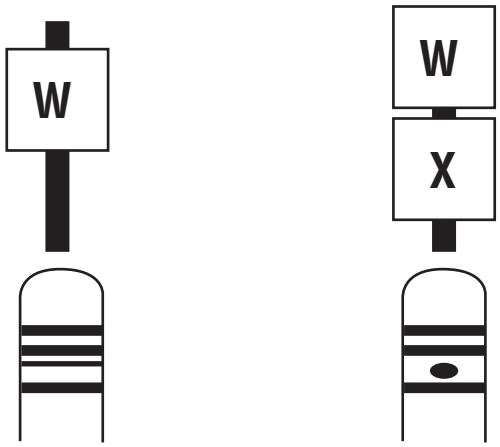
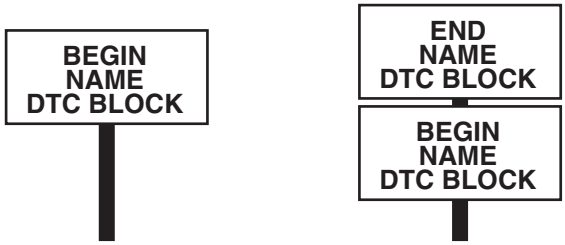
ADDITIONAL WAYSIDE SIGNS



NAME: Whistle Post (Rule 566).
INDICATION: Sound Signal 14(L) and ring engine bell.
NOTE: The letter "X" indicates more than one crossing.



NAME: Direct Traffic control Block Limit Signs (Rule 120).
INDICATION: Begin and end DTC blocks.

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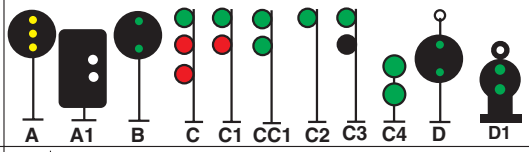
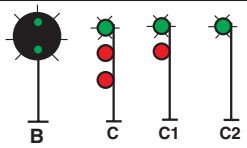
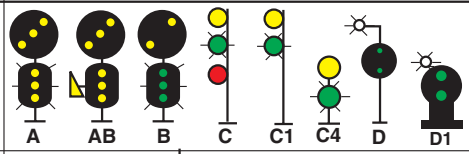
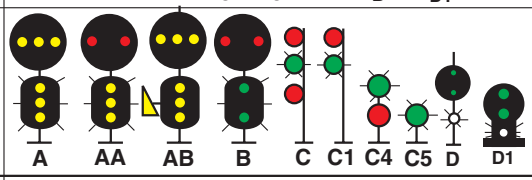
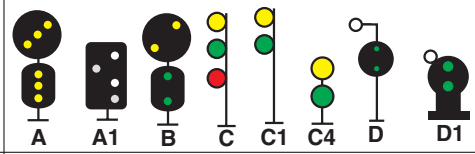
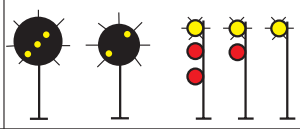
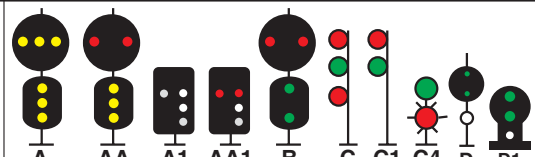
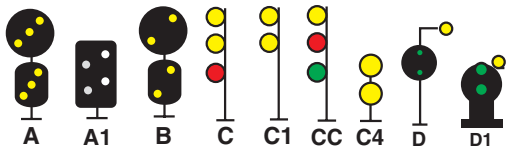
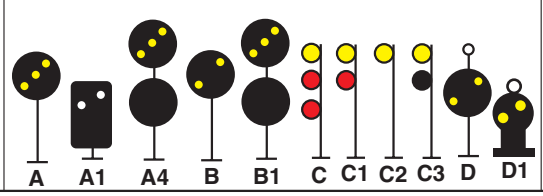
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
CR-1281		CLEAR	Proceed.
CR-1281a		CAB SPEED	Proceed in accordance with cab signal indication. Reduce speed not exceeding 60 MPH if cab speed cab signal is displayed without a signal speed or if cab signals are not operative.
CR-1281b		APPROACH LIMITIED	Proceed approaching the next signal at Limited Speed.
CR-1281c		LIMITED CLEAR	Proceed at Limited Speed until train clears all switches, then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals, must approach the next signal at Limited Speed.
CR-1282		APPROACH MEDIUM	Proceed approaching next signal at Medium Speed.
CR-1282a		ADVANCE APPROACH	Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes the Advance Approach signal.
CR-1283		MEDIUM CLEAR	Proceed at Medium Speed until entire train clears all switches, then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals, must approach the next signal at Medium Speed.
CR-1283a		MEDIUM APPROACH MEDIUM	Proceed at Medium Speed until entire train clears all switches, then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is clearly visible.
CR-1284		APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.
CR-1285		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.

Indicates Flashing ☼

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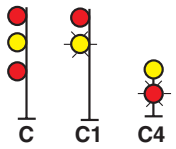
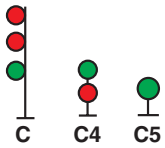
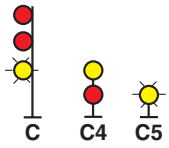
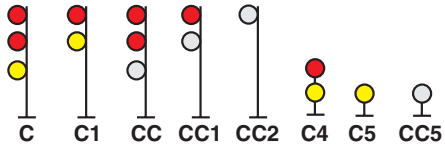
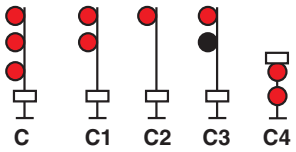
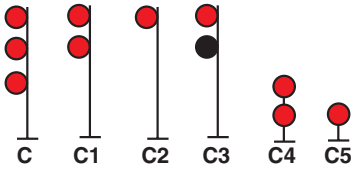
RULE	ASPECTS	NAME	INDICATION
CR-1286		MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.
CR-1287		SLOW CLEAR	Proceed at Slow Speed until entire train clears all switches, then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left CP limits.
CR-1288		SLOW APPROACH	Proceed prepared to stop at the next signal. Slow Speed applies until entire train clears switches, then Medium Speed applies.
CR-1290		RESTRICTING	Proceed at Restricted Speed until entire train has train has cleared all switches (if signal is CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered non-signalled DCS territory. Stop, then proceed at Restricted Speed until the entire train has: 1. Passed a more favorable fixed signal or 2. Entered non-signalled DCS territory. In CSS territory trains with operative cab signals must not increase speed until the train as run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.
CR-1291		RESTRICTED PROCEED	Proceed at Restricted Speed until entire train has train has cleared all switches (if signal is CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered non-signalled DCS territory. In CSS territory trains with operative cab signals must not increase speed until the train as run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, yhey will not change or effect the indication.
CR-1292		STOP SIGNAL	Stop.

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The following subdivisions are the properties of the Baltimore & Ohio Chicago Terminal Railroad. CSX Operating Rules are in effect.

Altenheim
Barr – DC 0.0 to DC 15.3 and BIA 248 to BIA 249.4
Blue Island
Chicago Heights
Lake

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ALTENHEIM SUBDIVISION METHOD OF OPERATION AUTHORITY FOR MOVEMENT

Between Location/Mile Post Rules

DC29.8 Rockwell Street and DC37.4 Madison Street 251 (193)

Signal Rules 1281-1292

MAXIMUM AUTHORIZED SPEED

Between Location/Mile Post

DC29.8 Rockwell Street and DC37.4 Madison Street .....10 MPH

RADIO STATIONS
Mile post location 48 Avenue - TD

Hours of operation - Continuous, Channel Monitored - 08-08 Type Station - Wayside

RB Train Dispatcher radio channel is 12-12 call in tone is 1

RB Train Dispatcher direct telephone 708-832-2074 or RNX 481-2074

RB Train Dispatcher Fax - 708-832-2128 or RNX 481-2128

INSTRUCTIONS RELATING TO OPERATING RULES

Number 2 main track is out of service between DC 30.2 Rockwell Street and DC 32.5 west of Koltner avenue bridge.

YARD LIMITS

1. Trains moving from U.P. to Altenheim Subdivision must secure verbal permission from CSX train dispatcher before entering CSX tracks.
2. Trains moving from Blue Island Subdivision to Altenheim Subdivision via Single Track must secure verbal permission from CSX train dispatcher before passing 14th Street. Switch will be left as last used.
3. Trains moving from UP property to Blue Island subdivision or Altenheim subdivision must secure verbal authority from CSX train dispatcher before entering CSX trackage.
4. Trains moving on Altenheim Subdivision toward Rockwell Street and 14th Street must secure verbal permission from CSX train dispatcher before passing 48th Avenue.
5. All trains moving to CSX Altenheim Subdivision will not pass signal at Madison Street without verbal permission from CSX train dispatcher.
6. Trains moving on Altenheim subdivision toward Schiller Park must report clear of CSX Main Tracks to CSX train dispatcher on completion of movement. For Foreign line movement, the time clear may be relayed through Schiller Park.

USE OF SPECIFIED TRACKS

1. East Wye/46th Avenue – Trains using East Wye at 46th Avenue must secure permission from the CSX train dispatcher before entering the East Wye.
2. West Wye – Trains entering West Wye from 48th Avenue either from the Main track or the 48th Avenue Yard will secure permission from the CSX train dispatcher before entering the West Wye.
3. Wye Track – Roosevelt Road – Trains must not enter either Wye at Roosevelt Road for movement to CSX mains or into Cicero without permission of the CSX train dispatcher.

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MAXIMUM HEIGHT TABLE

Location	Maximum Height
46th Avenue, Main Line, BRC overhead	17'3"
East Wye, BRC overhead	17'9"
Laramie Avenue overhead	19'9"
Austin Boulevard. Overhead	18'4"
Lombard Avenue overhead	18'6"
Ridgeland Avenue overhead	18'7"
East Avenue overhead	19'3"
Oak Park Avenue overhead	18'8"
Home Avenue overhead, Main Tracks	21'2"
Home Avenue overhead, Mohrs Spur	17'6"
Harlem Avenue overhead	19'1"
Circle Avenue viaduct	19'8"

MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Shipments within the dimensions shown below loaded on cars having 44"or less truck centers may be handled without restrictions.

Maximum Widths at Various Heights

Height Above Rail	Width
17'3" (See Note)	11'0"
2'0" (See Note)	11'0"

Note: Does not apply for loads to be handled on West Wye at Ogden Ave. and on CSX or UP tracks north of Rockwell Street where width is limited to 10'6" at slow speed. Any shipment exceeding above dimensions, must be cleared with Clearance Bureau.

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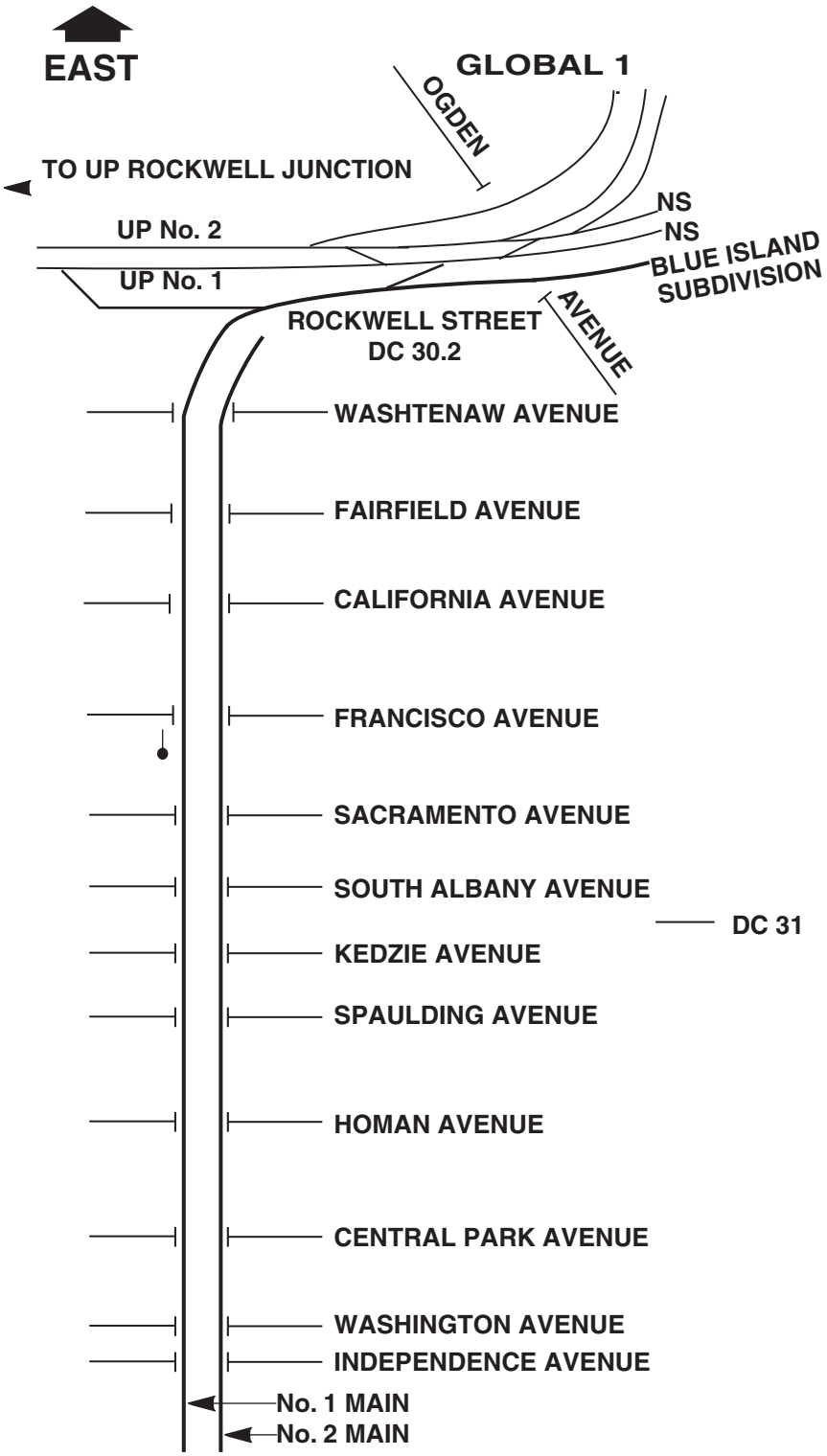
EAST
GLOBAL 1
OGDEN
TO UP ROCKWELL JUNCTION
NS
NS
UP No. 2
BLUE ISLAND
SUBDIVISION
UP No. 1
ROCKWELL STREET
AVENUE
DC 30.2
WASHTENAW AVENUE
FAIRFIELD AVENUE
CALIFORNIA AVENUE
FRANCISCO AVENUE
SACRAMENTO AVENUE
SOUTH ALBANY AVENUE
DC 31
KEDZIE AVENUE
SPAULDING AVENUE
HOMAN AVENUE
CENTRAL PARK AVENUE
WASHINGTON AVENUE
INDEPENDENCE AVENUE
No. 1 MAIN
No. 2 MAIN

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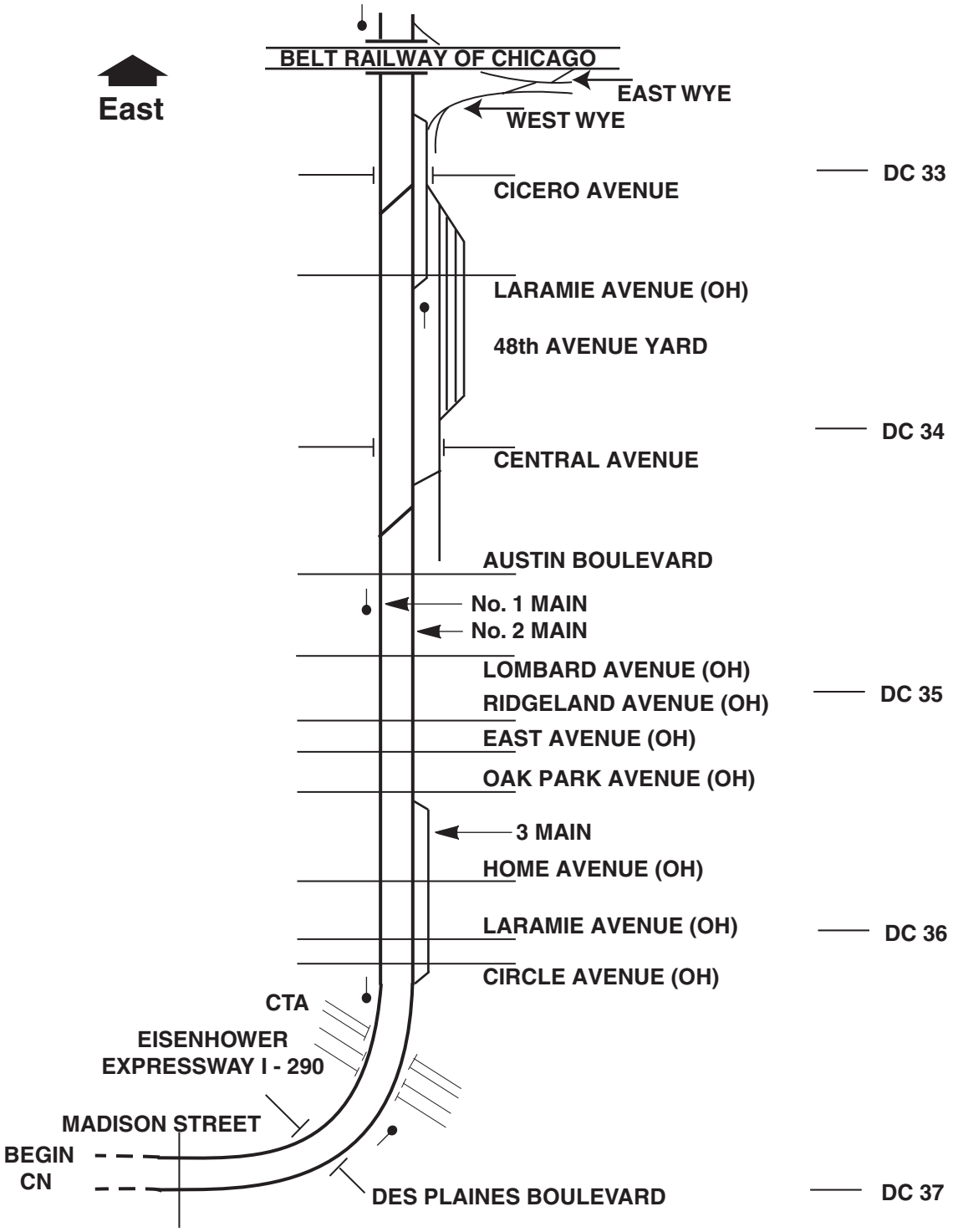
East
BELT RAILWAY OF CHICAGO
EAST WYE
WEST WYE
DC 33
CICERO AVENUE
LARAMIE AVENUE (OH)
48th AVENUE YARD
DC 34
CENTRAL AVENUE
AUSTIN BOULEVARD
No. 1 MAIN
No. 2 MAIN
LOMBARD AVENUE (OH)
RIDGELAND AVENUE (OH)
DC 35
EAST AVENUE (OH)
OAK PARK AVENUE (OH)
3 MAIN
HOME AVENUE (OH)
LARAMIE AVENUE (OH)
DC 36
CIRCLE AVENUE (OH)
CTA
EISENHOWER
EXPRESSWAY I - 290
MADISON STREET
BEGIN
CN
DES PLAINES BOULEVARD
DC 37

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BARR SUBDIVISION – M5 METHOD OF OPERATION AUTHORITY FOR MOVEMENT

Between Location/Mile Post	Rules	Signal Aspect Rules
Willow Creek to Dolton	ABS-CPS-261	1280-1292
Dolton Interlocking	CPS-261	1280-1292
Dolton to B I Jct.	ABS-CPS-261	1280-1292

MAXIMUM AUTHORIZED SPEED

Between Location/Mile Post	
Willow Creek to Pine Junction	60 MPH
Pine Jct. to B I Jct.	40 MPH

SPEED RESTRICTIONS

Between Location/Mile Post	
Willow Creek	40 MPH
Whiting Spur	10 MPH
On Hegewisch Spur	05 MPH
State Line to Calumet Park	30 MPH
Cottage Grove to Riverdale	20 MPH
Riverdale to B I Jct. on No.1 and No. 2	30 MPH
Riverdale to Harvey No. 3	20 MPH
Riverdale – Movements to and from NS connection and CN	10 MPH
Harvey Jct.to B I Jct. No. 3	30 MPH

Do not exceed 10 MPH on all tracks other than Main or signaled siding.

Equipment Restrictions

Between Pine Jct. and Barr Yard trains must not operate with cars exceeding gross weight of 315,000 pounds.

RADIO STATIONS

All road trains will monitor channel	08 - 08
Halsted Yardmaster	19 - 19
Ashland Yardmaster	80 - 80
Ready Track	11 - 11

RA Train Dispatcher call in tone is 3
RA Train Dispatcher radio channel is 14-14

RA Train Dispatcher direct telephone number, 708-832-2076 or RNX 481-2076
FAX 708-832-2127 or RNX 481-2127

Restricted Equipment 4453 will apply at the following locations:

Calumet Park Interlocking	DC7.2
Dolton Interlocking	DC10.7
Riverdale Interlocking	DC11.4
B I Junction	DC15.0

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HIGHWAY AND STREET CROSSINGS

1. Providing Crossing Protection
Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Highway and Street Crossings

Location	Crossing
Whiting	121st St.
East Chicago	Railroad Ave., at Wyes
Burnham	Burnham Ave.
(Hegewisch Spur)	Chippewa Ave. and Green Bay Ave.

Constant Time Warning Motion Detector Road Crossings

All road crossings on the Barr Subdivision are equipped with constant time warning motion detector, Rule 100-E.5. Applies:

MISCELLANEOUS INSTRUCTIONS

1. Trains Arriving or Departing Barr Yard

a) Riverdale – Wentworth Avenue – Eastward trains on No. 3 Main Track will not block Car Shop Access Road, Wentworth Avenue. When necessary to stop, trains must remain west of Wentworth Avenue unless otherwise instructed.

Location	Maximum Height
Pine Jct., EJE Overhead	20' 2"
Riverdale, IC Overhead	20' 2"
Barr Yard, Halsted St. Viaduct	21' 6"
B I Jct., Metra RI Overhead	20' 2"

Maximum widths at various Heights Table
Shipments measuring within the dimension shown below loaded on cars having 44 feet or less of truck centers may be handled without restrictions.

Maximum Widths at Various Heights

Height Above Rail	Width
20' 2"	8' 6'
19' 6"	11' 0"
18' 6"	11' 0"
20' 0"	11' 0"

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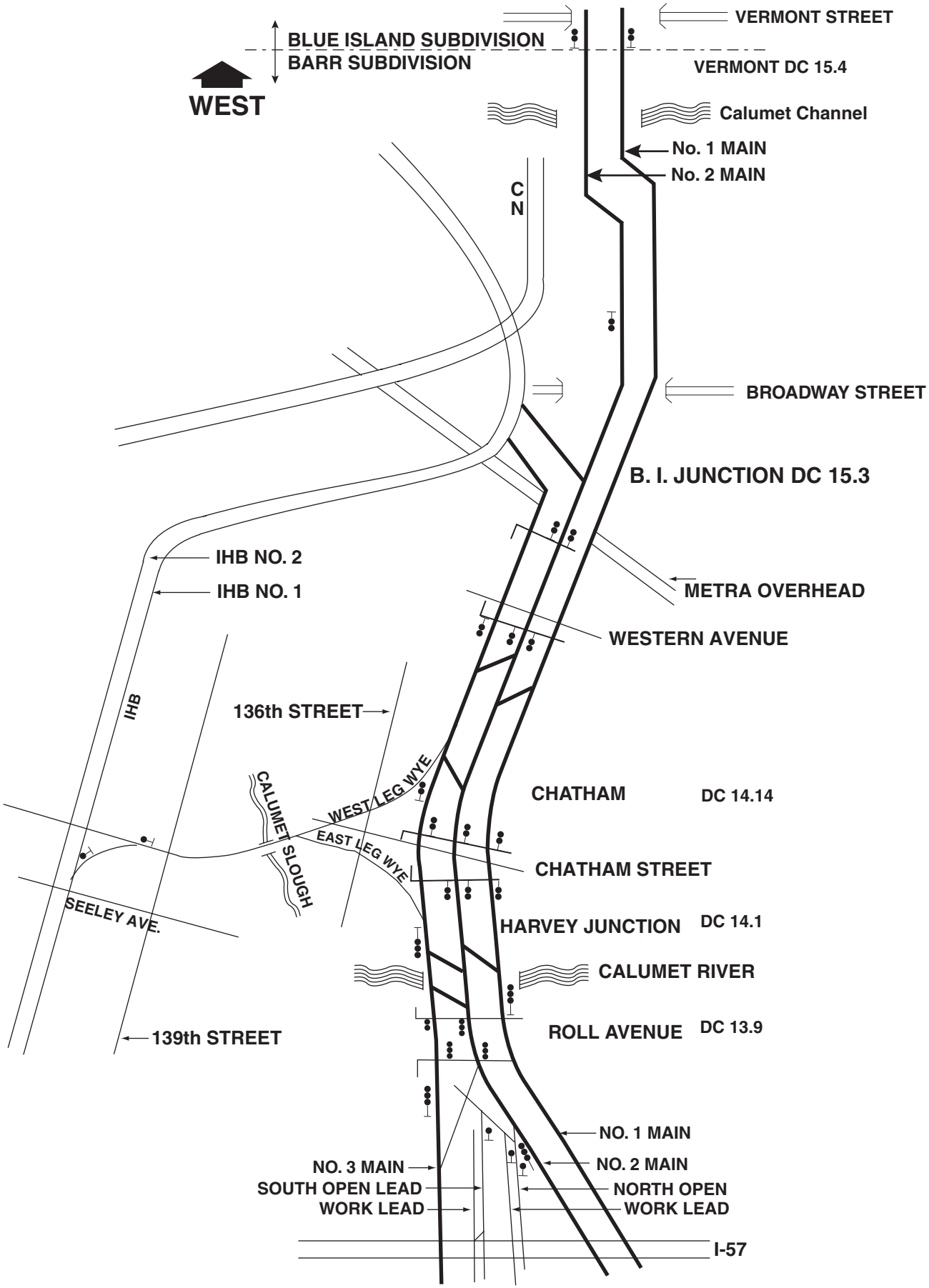
VERMONT STREET
BLUE ISLAND SUBDIVISION
BARR SUBDIVISION
VERMONT DC 15.4
WEST
Calumet Channel
No. 1 MAIN
No. 2 MAIN
C
N
BROADWAY STREET
B. I. JUNCTION DC 15.3
IHB NO. 2
IHB NO. 1
METRA OVERHEAD
WESTERN AVENUE
IHB
136th STREET
CALUMET SLOUGH
WEST LEG WYE
EAST LEG WYE
CHATHAM
DC 14.14
CHATHAM STREET
SEELEY AVE.
HARVEY JUNCTION
DC 14.1
CALUMET RIVER
139th STREET
ROLL AVENUE
DC 13.9
NO. 1 MAIN
NO. 3 MAIN
NO. 2 MAIN
SOUTH OPEN LEAD
NORTH OPEN
WORK LEAD
WORK LEAD
I-57

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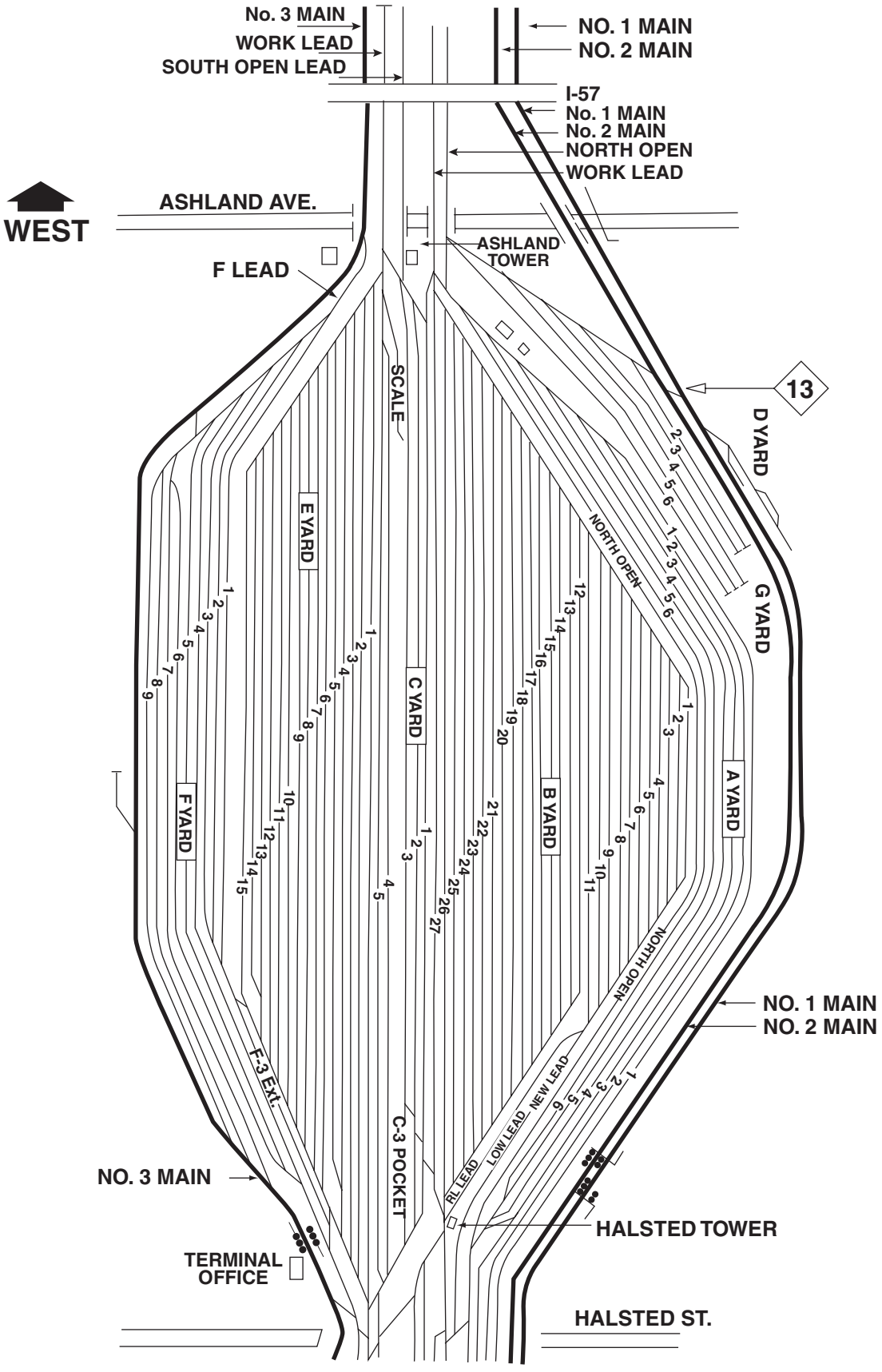
No. 3 MAIN
WORK LEAD
SOUTH OPEN LEAD
NO. 1 MAIN
NO. 2 MAIN
I-57
No. 1 MAIN
No. 2 MAIN
NORTH OPEN
WORK LEAD
WEST
ASHLAND AVE.
ASHLAND TOWER
F LEAD
SCALE
13
D YARD
G YARD
E YARD
C YARD
B YARD
A YARD
F YARD
NORTH OPEN
NO. 1 MAIN
NO. 2 MAIN
F-3 Ext.
C-3 POCKET
NEW LEAD
LOW LEAD
RL LEAD
NO. 3 MAIN
HALSTED TOWER
TERMINAL OFFICE
HALSTED ST.

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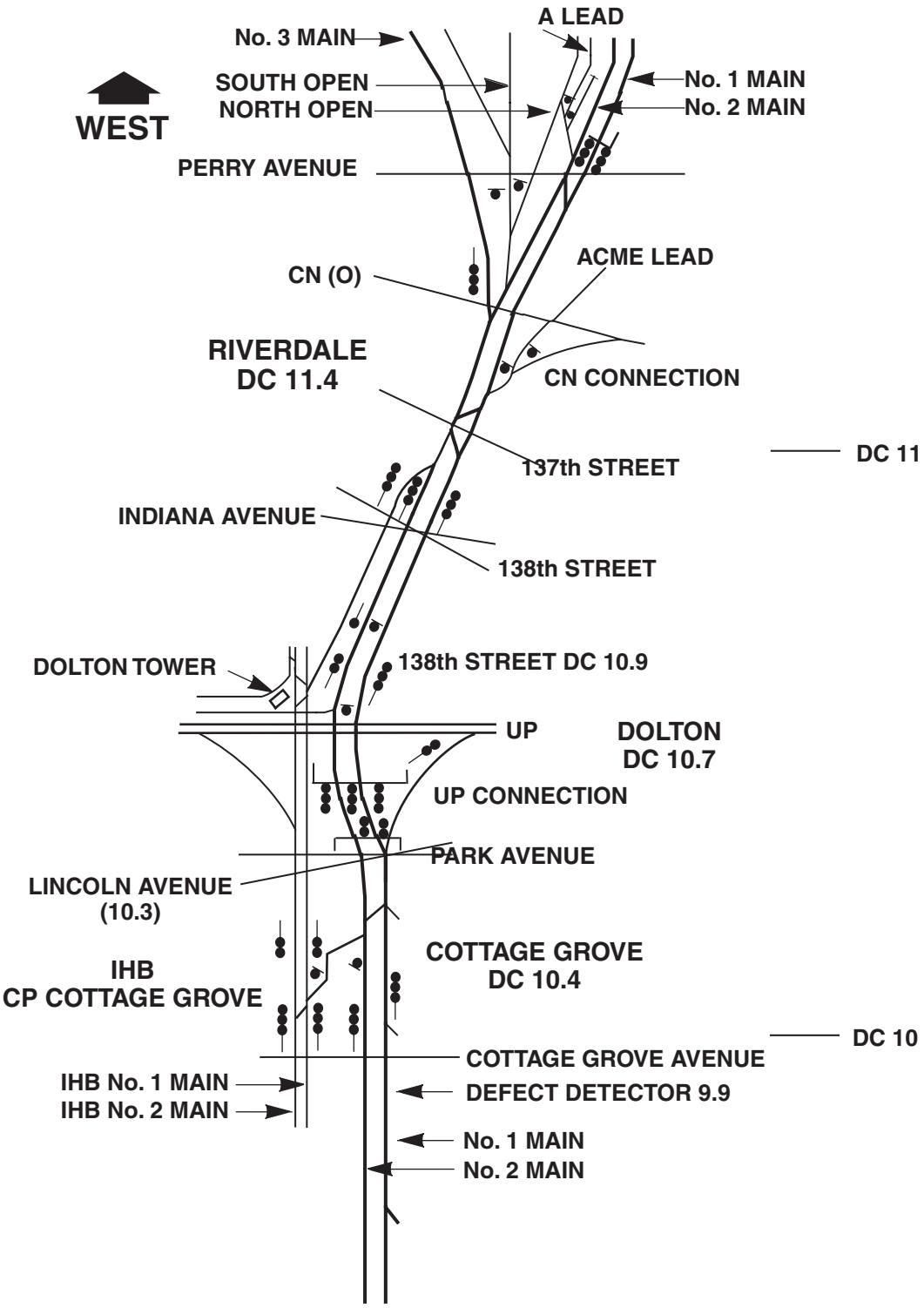
A LEAD
No. 3 MAIN
WEST
SOUTH OPEN
NORTH OPEN
No. 1 MAIN
No. 2 MAIN
PERRY AVENUE
ACME LEAD
CN (O)
RIVERDALE
DC 11.4
CN CONNECTION
DC 11
137th STREET
INDIANA AVENUE
138th STREET
DOLTON TOWER
138th STREET DC 10.9
UP
DOLTON
DC 10.7
UP CONNECTION
PARK AVENUE
LINCOLN AVENUE
(10.3)
COTTAGE GROVE
DC 10.4
IHB
CP COTTAGE GROVE
DC 10
COTTAGE GROVE AVENUE
IHB No. 1 MAIN
IHB No. 2 MAIN
DEFECT DETECTOR 9.9
No. 1 MAIN
No. 2 MAIN

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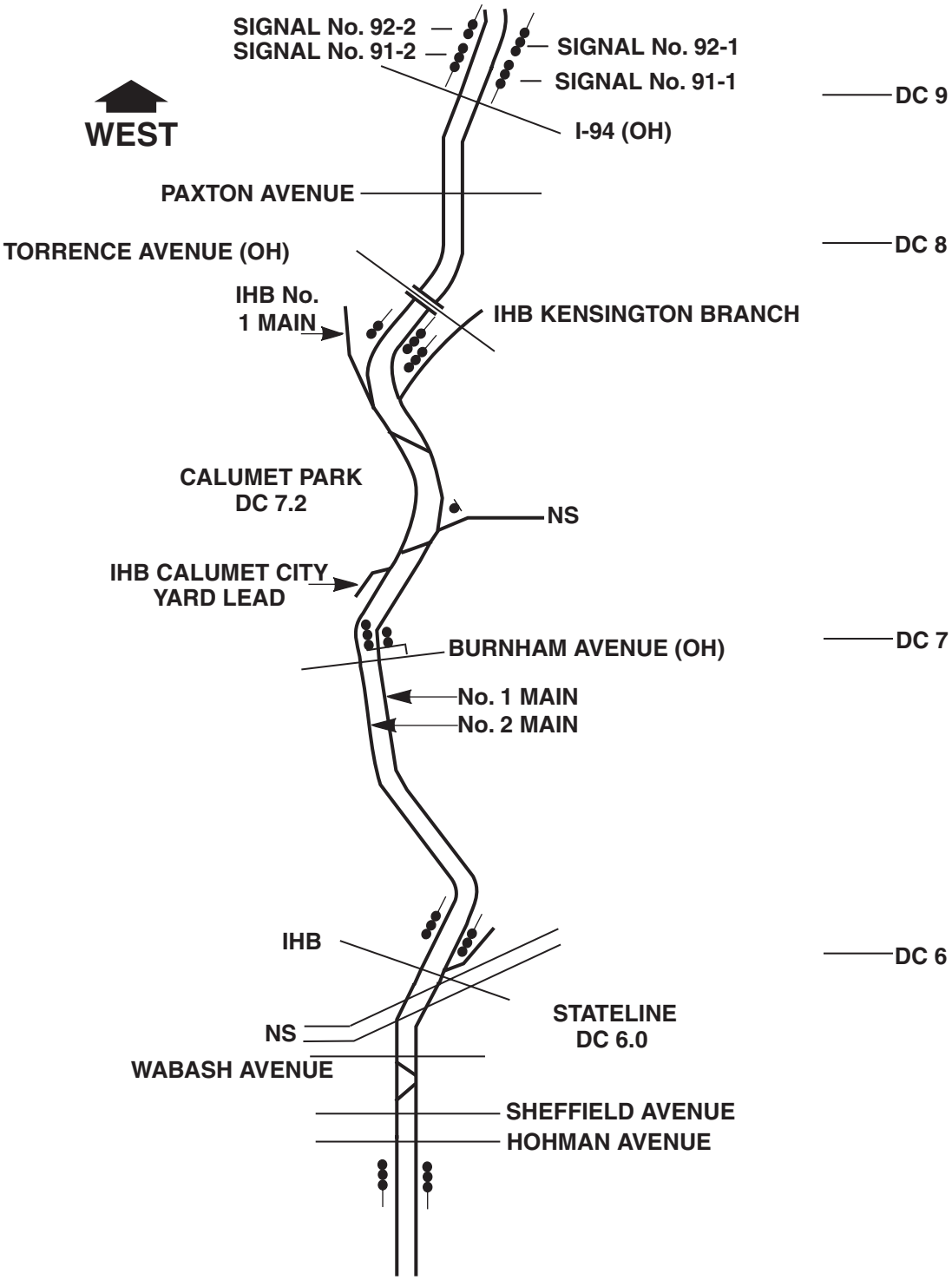
SIGNAL No. 92-2
SIGNAL No. 91-2
SIGNAL No. 92-1
SIGNAL No. 91-1
WEST
I-94 (OH)
DC 9
PAXTON AVENUE
TORRENCE AVENUE (OH)
DC 8
IHB No.
1 MAIN
IHB KENSINGTON BRANCH
CALUMET PARK
DC 7.2
NS
IHB CALUMET CITY
YARD LEAD
BURNHAM AVENUE (OH)
DC 7
No. 1 MAIN
No. 2 MAIN
IHB
DC 6
STATELINE
DC 6.0
NS
WABASH AVENUE
SHEFFIELD AVENUE
HOHMAN AVENUE

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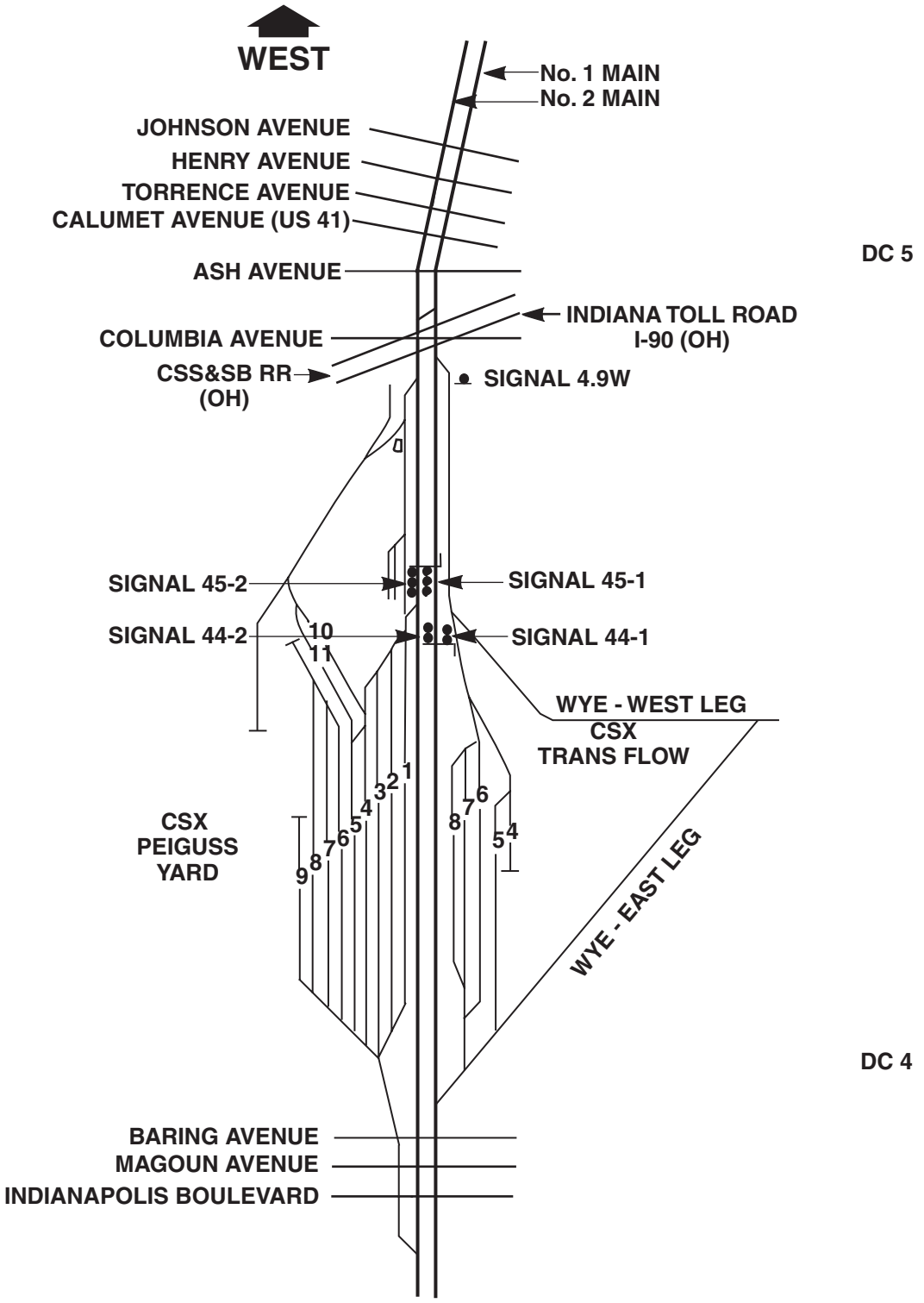
WEST
No. 1 MAIN
No. 2 MAIN
JOHNSON AVENUE
HENRY AVENUE
TORRENCE AVENUE
CALUMET AVENUE (US 41)
DC 5
ASH AVENUE
INDIANA TOLL ROAD
I-90 (OH)
COLUMBIA AVENUE
CSS&SB RR
(OH)
SIGNAL 4.9W
SIGNAL 45-2
SIGNAL 45-1
SIGNAL 44-2
SIGNAL 44-1
10
11
WYE - WEST LEG
CSX
TRANS FLOW
CSX
PEIGUSS
YARD
WYE - EAST LEG
DC 4
BARING AVENUE
MAGOUN AVENUE
INDIANAPOLIS BOULEVARD

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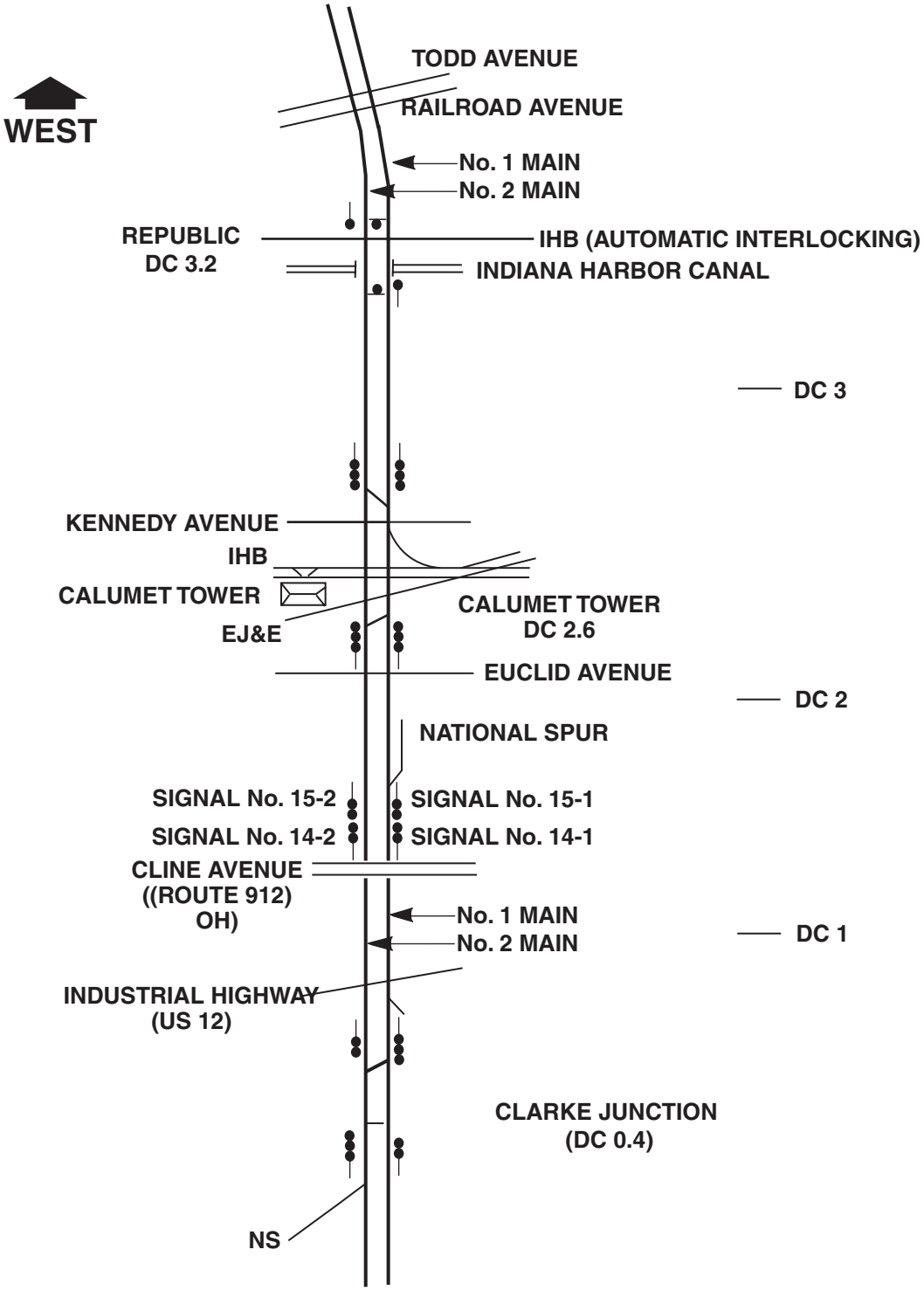
WEST
TODD AVENUE
RAILROAD AVENUE
No. 1 MAIN
No. 2 MAIN
REPUBLIC
DC 3.2
IHB (AUTOMATIC INTERLOCKING)
INDIANA HARBOR CANAL
DC 3
KENNEDY AVENUE
IHB
CALUMET TOWER
CALUMET TOWER
DC 2.6
EJ&E
EUCLID AVENUE
DC 2
NATIONAL SPUR
SIGNAL No. 15-2
SIGNAL No. 15-1
SIGNAL No. 14-2
SIGNAL No. 14-1
CLINE AVENUE
((ROUTE 912)
OH)
No. 1 MAIN
No. 2 MAIN
DC 1
INDUSTRIAL HIGHWAY
(US 12)
CLARKE JUNCTION
(DC 0.4)
NS

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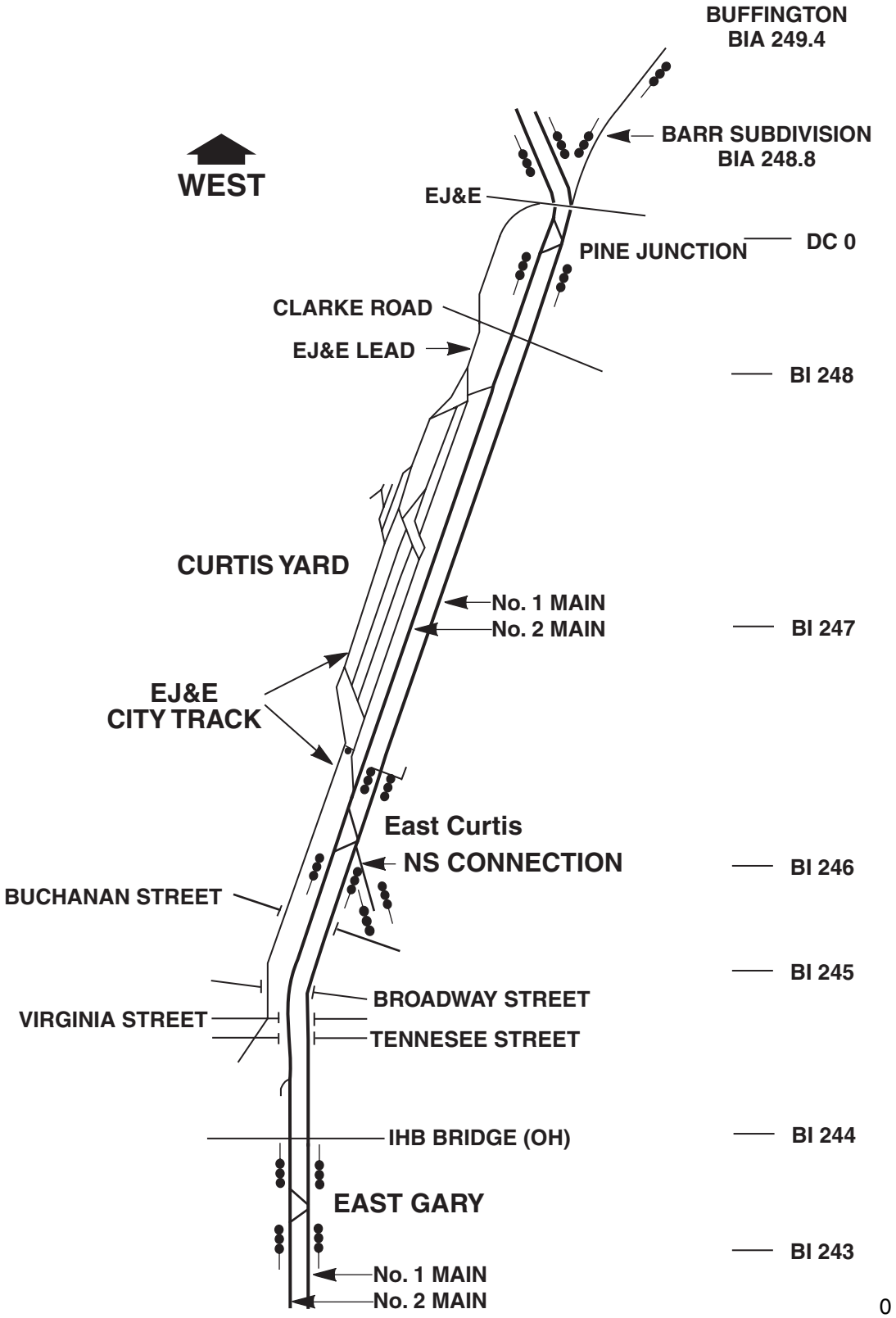
BUFFINGTON
BIA 249.4
BARR SUBDIVISION
BIA 248.8
WEST
EJ&E
PINE JUNCTION
DC 0
CLARKE ROAD
EJ&E LEAD
BI 248
CURTIS YARD
No. 1 MAIN
No. 2 MAIN
BI 247
EJ&E
CITY TRACK
East Curtis
NS CONNECTION
BI 246
BUCHANAN STREET
BI 245
BROADWAY STREET
VIRGINIA STREET
TENNESEE STREET
IHB BRIDGE (OH)
BI 244
EAST GARY
BI 243
No. 1 MAIN
No. 2 MAIN
0

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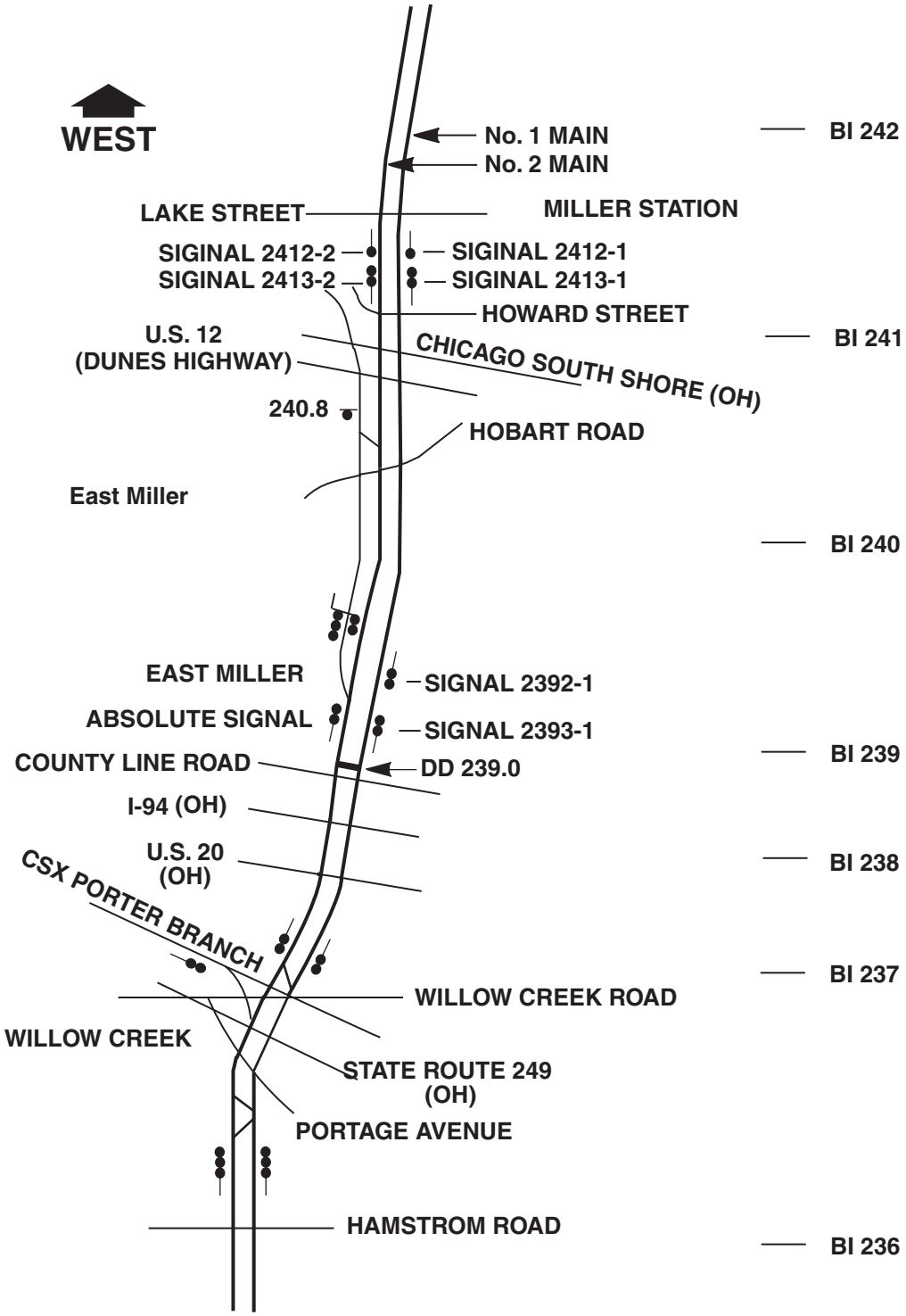
WEST
No. 1 MAIN
No. 2 MAIN
BI 242
LAKE STREET
MILLER STATION
SIGINAL 2412-2
SIGINAL 2412-1
SIGINAL 2413-2
SIGINAL 2413-1
HOWARD STREET
U.S. 12
(DUNES HIGHWAY)
CHICAGO SOUTH SHORE (OH)
BI 241
240.8
HOBART ROAD
East Miller
BI 240
EAST MILLER
SIGNAL 2392-1
ABSOLUTE SIGNAL
SIGNAL 2393-1
COUNTY LINE ROAD
DD 239.0
BI 239
I-94 (OH)
U.S. 20
(OH)
BI 238
CSX PORTER BRANCH
BI 237
WILLOW CREEK ROAD
WILLOW CREEK
STATE ROUTE 249
(OH)
PORTAGE AVENUE
HAMSTROM ROAD
BI 236

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BLUE ISLAND SUBDIVISION – BJ METHOD OF OPERATION AUTHORITY FOR MOVEMENT

Between Location/Mile Post	Authority for Movement	Signal Aspect Rules
B I Jct. DC 15.3	CPS-261	1281-1298
B I Jct. DC 15.3 and Belt Connection DC 23.0	ABS-CPS-261	1281 - 1298
Belt Connection DC 23.0 and 51st Street	DC 25.5 251 (193)	1281 - 1298
51st St DC 25.5 and Ash Street DC 28.0	251 (193)	1281 - 1298
Ash Street DC 28.0	CPS-261 (193)	1281 - 1298
Ash Street DC 28.0and 14th Street DC 29.7	251 (193)	1281 – 1298
14th Street DC 29.7 and Rockwell St. Single Track DC 230.2	See Note 1 & 2	1281 – 1298

Notes:

1. Permission must be obtained from the CSXT RB Train Dispatcher before entering main track.

Train Movement Between 14th Street and Rockwell Street

2. Train movements thru single track between 14th Street and Rockwell St. will be arranged by the CSX train dispatcher.

Only one train at a time will be allowed to occupy single track between 14th Street and Rockwell Street.

Trains moving from U.P., NS, or from Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy single track before proceeding.

Trains moving from 14th Street toward U.P., NS or to Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy Single Track before proceeding.

MAXIMUM AUTHORIZED SPEED

SPEED RESTRICTIONS

Between Location/Mile Post	MPH		
TRACKS	1	2	3
B I Junction and Rockwell Street	40	40	
B I Junction Interlocking Limits	30	30	20
82nd Street to 75th Street			10
Vermont to 87th Street	40	40	
87th Street to Belt Connection	25	25	
Belt Connection to 51st Street			10
Belt Connection to Brighton Park	40	40	
Brighton Park to 14th Street	25	25	
14th Street to Rockwell Street	10	10	
Other than main tracks	10		

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EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the General Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Location: Bridge 592C & Bridge 605C at West 35th Street.

Equipment: Cars with gross weight exceeding 263,000 lbs.

Restriction..... 10 MPH

2. Equipment Handling 4453 will apply at the following locations:

79th Street curve DC22.1 and DC22.3

83rd Street curve DC20.7 and DC20.8

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

Location .....Brighton Park ..Railroad CN/IC

Location .....Brighton Park South Wye Railroad NS

Position of Target for CSX Movement - Vertical for CSX (Note)

Note: Semaphore signals controlling CN/IC crossing at Brighton Park applies to movement on both main tracks in both directions.

SWITCHES

1. Hand-Operated Switches

a. When trains are making crossover movements the switches will be lined and locked for crossover movement. After movement is completed, switches will be lined and locked for straight track movement.

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08-08

RADIO STATIONS

RB Dispatcher Hours of operation - Continuous

Channel Monitored - 12-12 Type Station - Wayside

Intermodal Facility

Hours of operation - Continuous

Channel Monitored - 84-84 Type Station - Terminal

RB Train Dispatcher call in tone is 1

RB Train Dispatcher Radio Channel is 12-12

RB Train Dispatcher direct telephone - 708-832-2074 or RNX 481-2074

RB Train Dispatcher Fax - 708-832-2128 or RNX 481-2128

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EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the General Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Location: Bridge 592C & Bridge 605C at West 35th Street.

Equipment: Cars with gross weight exceeding 263,000 lbs.

Restriction.....10 MPH

2. Restricted Equipment 4453 will apply at the following locations:

79th Street curve DC22.1 and DC22.3 83rd Street curve DC20.7 and DC20.8

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

Location Brighton Park Railroad CN

Location Brighton Park South Wye Railroad NS

Position of Target for CSX Movement - Vertical for CSX (Note)

Note: Semaphore signals controlling CN crossing at Brighton Park applies to movement on both main tracks in both directions.

SWITCHES

1. Hand-Operated Switches

a. When trains are making crossover movements the switches will be lined and locked for crossover movement. After movement is completed, switches will be lined and locked for straight track movement.

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08-08

RADIO STATIONS

RB Dispatcher Hours of operation - Continuous

Channel Monitored - 12-12 Type Station - Wayside

Intermodal Facility

Hours of operation - Continuous

Channel Monitored - 84-84 Type Station - Terminal

RB Train Dispatcher call in tone is 1

RB Train Dispatcher Radio Channel is 12-12

RB Train Dispatcher direct telephone - 708-832-2074 or RNX 481-2074

RB Train Dispatcher Fax - 708-832-2128 or RNX 481-2128

MAXIMUM HEIGHT TABLE

Shipments measuring within the dimensions shown below, loaded on cars having 44' or less track centers may be handled without restrictions.

Location	Maximum Height
18th St. BN Overhead	
No. 1 and No. 2 Mains	20'2"
19th St. BN Overhead	
No. 1 and No. 2 Mains	20'2"
21st St. CTA Overhead	
No. 1 and No. 2 Mains	22'0"
Drainage canal -8	
Track Bridge (Ash St.)	20'2"

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49th St. IHB and

CN Overhead..... 20'2"

Maximum Widths at Various Heights

Height above Rail	Maximum Width
20'2"	8'6"
17'0"	11'0"
5'6"	11'0"
4'6"	10'8"
3'6"	10'6"
2'0"	10'4"

QUIET ZONE

1. The FRA train horn rule makes provision for quiet zones, which are defined in the code of federal regulations (CFR) as follows:

A segment of a rail line, within which is situated on one or a number of public highway-rail crossings at which the locomotive horns are not routinely sounded.

A public authority must meet a number of requirements before the FRA will grant permission to establish a quiet zone. Once FRA approval is received, and once a quiet zone is established, the locomotive horn must not be sounded when approaching public crossings within the quiet zone, except as provided in the exceptions listed below.

The limit of the existing quiet zone on the Blue Island Subdivision is from 123rd St., mp DC 16.46 to 87th St., mp DC 20.98. Except as necessary in an emergency, or as provided in the exceptions listed below, the locomotive horn must not be sounded when approaching public or private crossings within the quiet zone.

Exceptions: The locomotive horn must be sounded as prescribed by operating rules when approaching roadway workers, when proceeding through railroad work limits, when approaching warning devices that are not functioning properly, when an emergency exists, and in other situations that may be applicable under the rules. The determination of whether there is an emergency or other valid reason for sounding the locomotive horn is at the sole judgment of the locomotive engineer. The locomotive bell must be rung when approaching and passing public crossings within the quiet zone.

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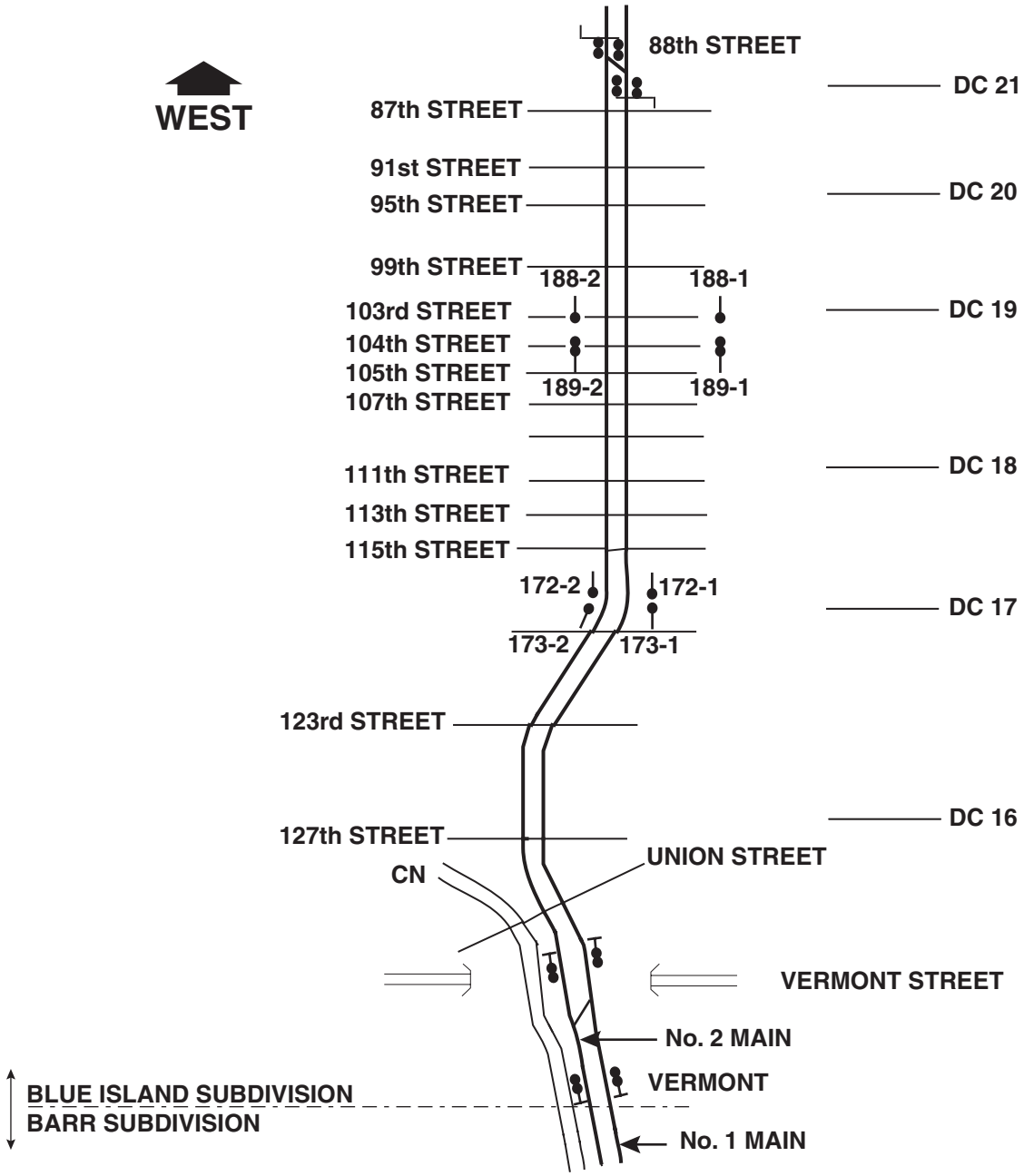
WEST
88th STREET
DC 21
87th STREET
91st STREET
95th STREET
DC 20
99th STREET
188-2
188-1
103rd STREET
104th STREET
DC 19
105th STREET
189-2
189-1
107th STREET
111th STREET
DC 18
113th STREET
115th STREET
172-2
172-1
DC 17
173-2
173-1
123rd STREET
DC 16
127th STREET
UNION STREET
CN
VERMONT STREET
No. 2 MAIN
VERMONT
BLUE ISLAND SUBDIVISION
BARR SUBDIVISION
No. 1 MAIN

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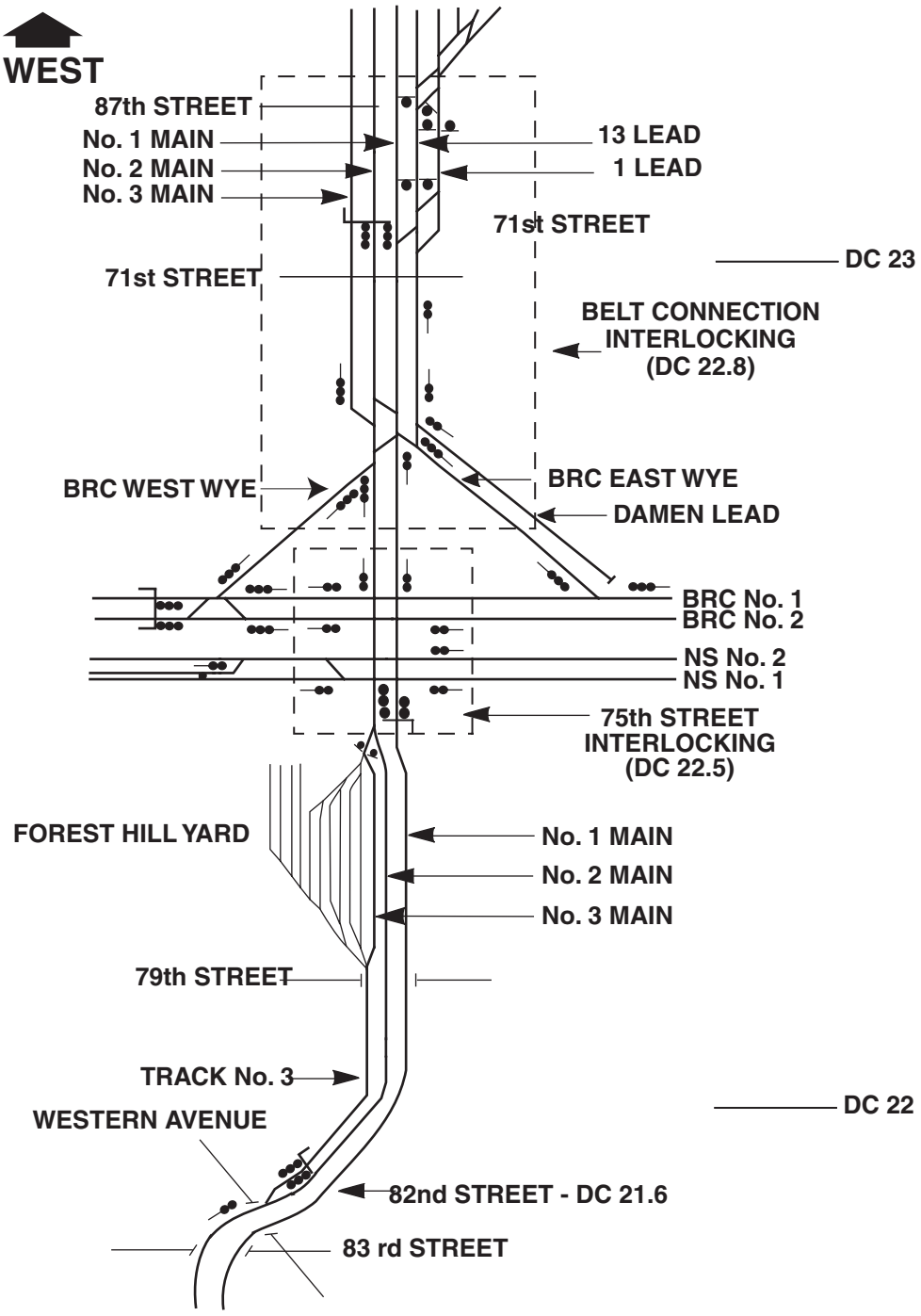
WEST
87th STREET
No. 1 MAIN
No. 2 MAIN
No. 3 MAIN
13 LEAD
1 LEAD
71st STREET
DC 23
71st STREET
BELT CONNECTION
INTERLOCKING
(DC 22.8)
BRC WEST WYE
BRC EAST WYE
DAMEN LEAD
BRC No. 1
BRC No. 2
NS No. 2
NS No. 1
75th STREET
INTERLOCKING
(DC 22.5)
FOREST HILL YARD
No. 1 MAIN
No. 2 MAIN
No. 3 MAIN
79th STREET
TRACK No. 3
DC 22
WESTERN AVENUE
82nd STREET - DC 21.6
83 rd STREET

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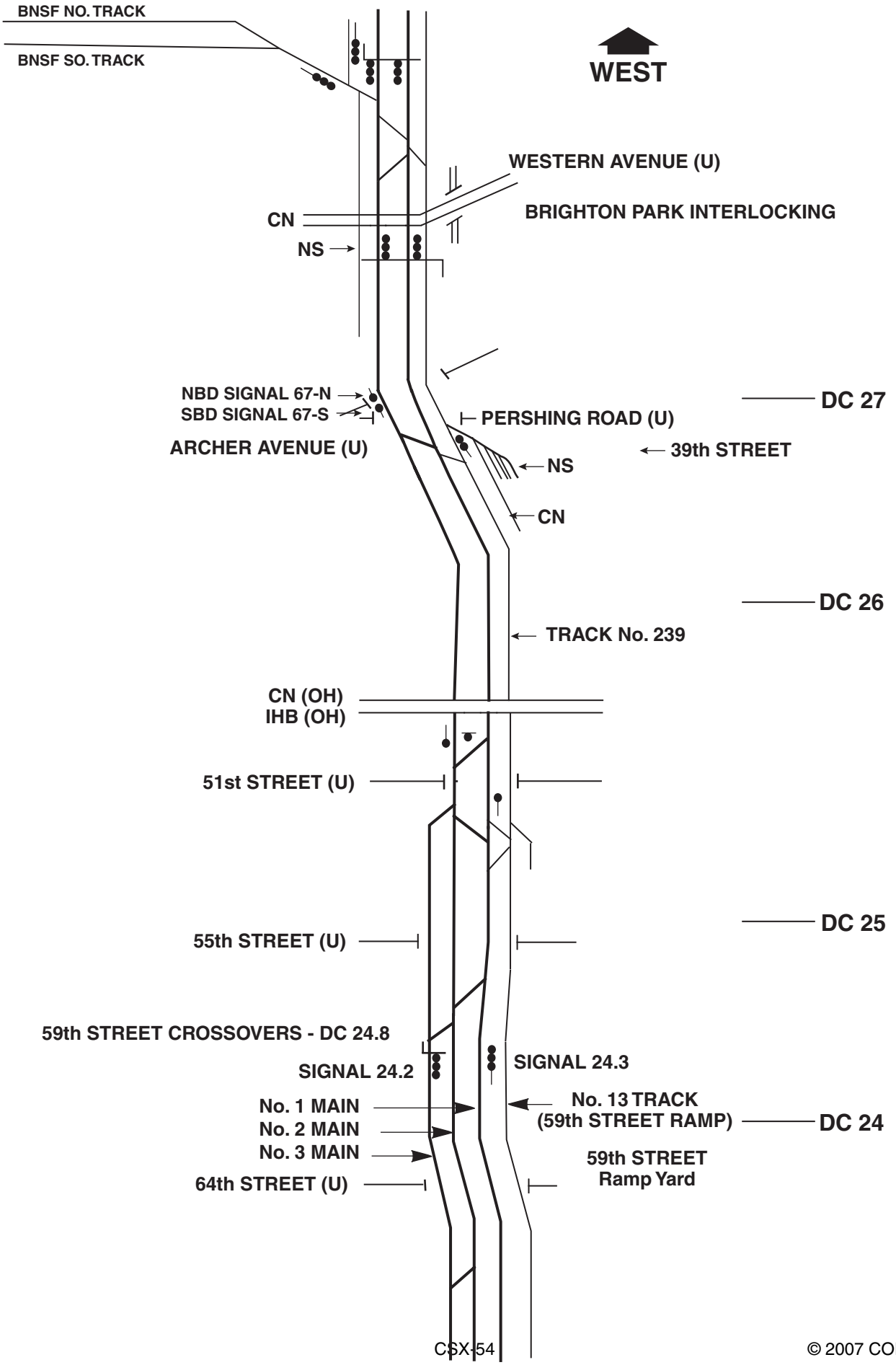
BNSF NO. TRACK
BNSF SO. TRACK
WEST
WESTERN AVENUE (U)
BRIGHTON PARK INTERLOCKING
CN
NS
NBD SIGNAL 67-N
SBD SIGNAL 67-S
DC 27
PERSHING ROAD (U)
ARCHER AVENUE (U)
39th STREET
NS
CN
DC 26
TRACK No. 239
CN (OH)
IHB (OH)
51st STREET (U)
DC 25
55th STREET (U)
59th STREET CROSSOVERS - DC 24.8
SIGNAL 24.2
SIGNAL 24.3
No. 1 MAIN
No. 2 MAIN
No. 3 MAIN
No. 13 TRACK
(59th STREET RAMP)
DC 24
59th STREET
Ramp Yard
64th STREET (U)

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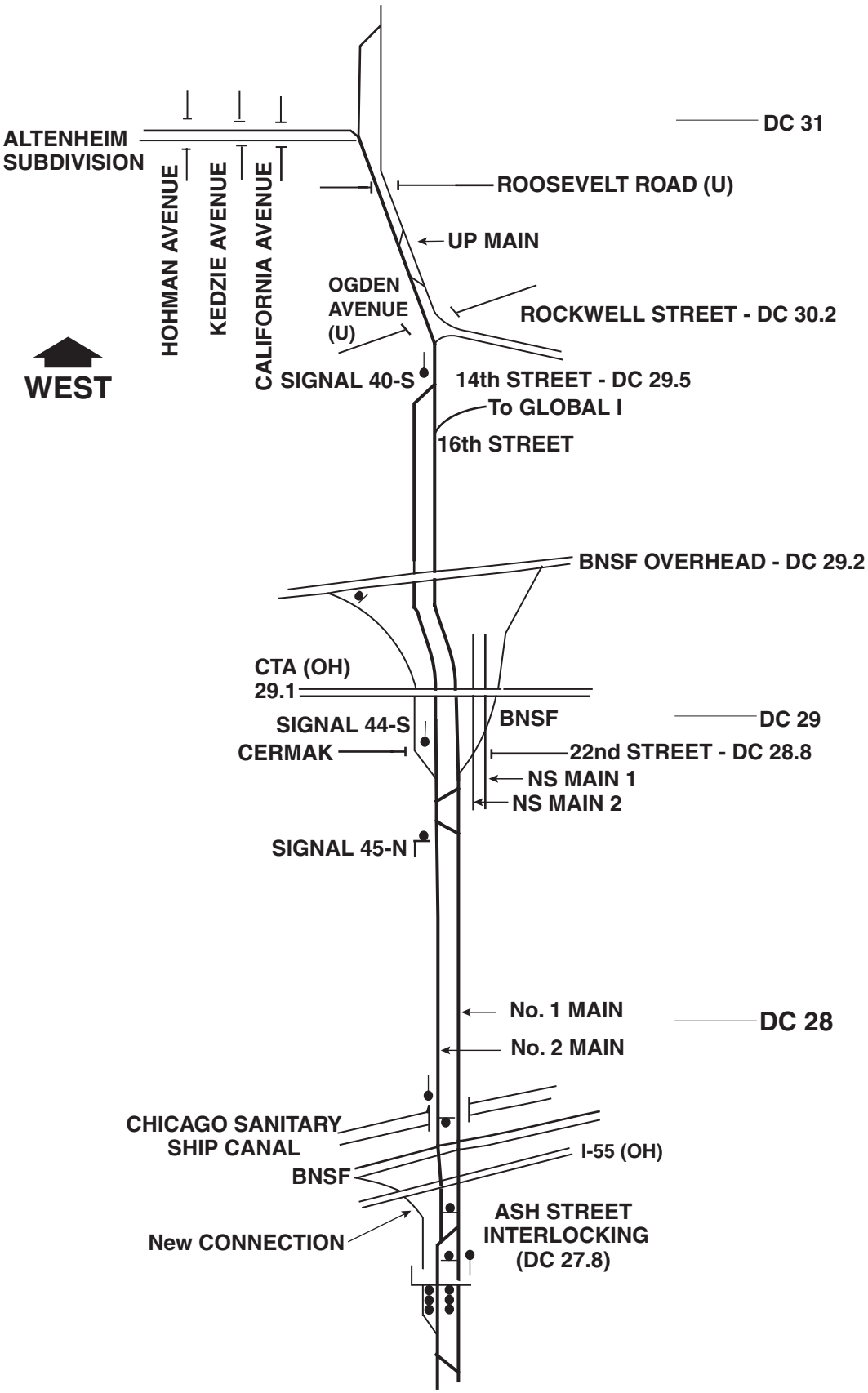
ALTENHEIM
SUBDIVISION
HOHMAN AVENUE
KEDZIE AVENUE
CALIFORNIA AVENUE
DC 31
ROOSEVELT ROAD (U)
UP MAIN
OGDEN
AVENUE
(U)
ROCKWELL STREET - DC 30.2
WEST
SIGNAL 40-S
14th STREET - DC 29.5
To GLOBAL I
16th STREET
BNSF OVERHEAD - DC 29.2
CTA (OH)
29.1
SIGNAL 44-S
BNSF
DC 29
CERMAK
22nd STREET - DC 28.8
NS MAIN 1
NS MAIN 2
SIGNAL 45-N
No. 1 MAIN
DC 28
No. 2 MAIN
CHICAGO SANITARY
SHIP CANAL
I-55 (OH)
BNSF
ASH STREET
INTERLOCKING
(DC 27.8)
New CONNECTION

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CHICAGO HEIGHTS SUBDIVISION – C5 METHOD OF OPERATION

AUTHORITY FOR MOVEMENT

Between Location/Mile Post	Rules	Signal Aspect Rules
Harvey Junction and North Harvey	ABS - CPS - 261	1280 - 1292
North Harvey	CPS - 261	1280 - 1292

RADIO STATIONS AND INSTRUCTIONS

RA Dispatcher

Channel Monitored 14-14

Train Dispatcher call in tone is..... 3

Road Trains 80-80

RB Train Dispatcher direct telephone - 708-832-2072 or RNX 481-2072

RB Train Dispatcher Fax - 708-832-2127 or RNX 481-2127

See map on page CSX-36, BARR Subdivision.

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LAKE SUBDIVISION – LA METHOD OF OPERATION

AUTHORITY FOR MOVEMENT

Between Location/Mile Post ..... Rules

Pine Junction ..... CPS -261

Pine Junction and Buff..... ABS -CPS - 261

NS Signal Rules

Hick BIA 259.9 and the end of track BIA 257.6 ... (93)

MAXIMUM AUTHORIZED SPEED

Between Location/Mile Post

Hick BIA 251.9 to end of track BIA 257.6 ..... 10 MPH

Other than main track .... 10 MPH

RADIO STATIONS AND INSTRUCTIONS

RA Dispatcher

Road trains monitor 08-08

Train Dispatcher call in tone is 3

Train Dispatcher Radio Channel is ..... 14-14.

Train Dispatcher block line telephone - 708-832-2076 or RNX 481-2076

Train Dispatcher direct telephone - 708-832-2072 or RNX 481-2072

Train Dispatcher Fax - 708-832-2127 or RNX 481-2127

Maximum Heights and Width Table.....

Location:

Indiana Harbor

Overhead Viaduct..... 21' 0"

Maximum Widths at Various Heights

Height Above Rail	Width
17' 0"	11' 6"
5' 6"	11' 6"
4' 6"	10' 8"
3' 6"	10' 6"
2' 0"	10' 4"

Shipments exceeding above dimensions must be cleared with the Clearance Bureau.

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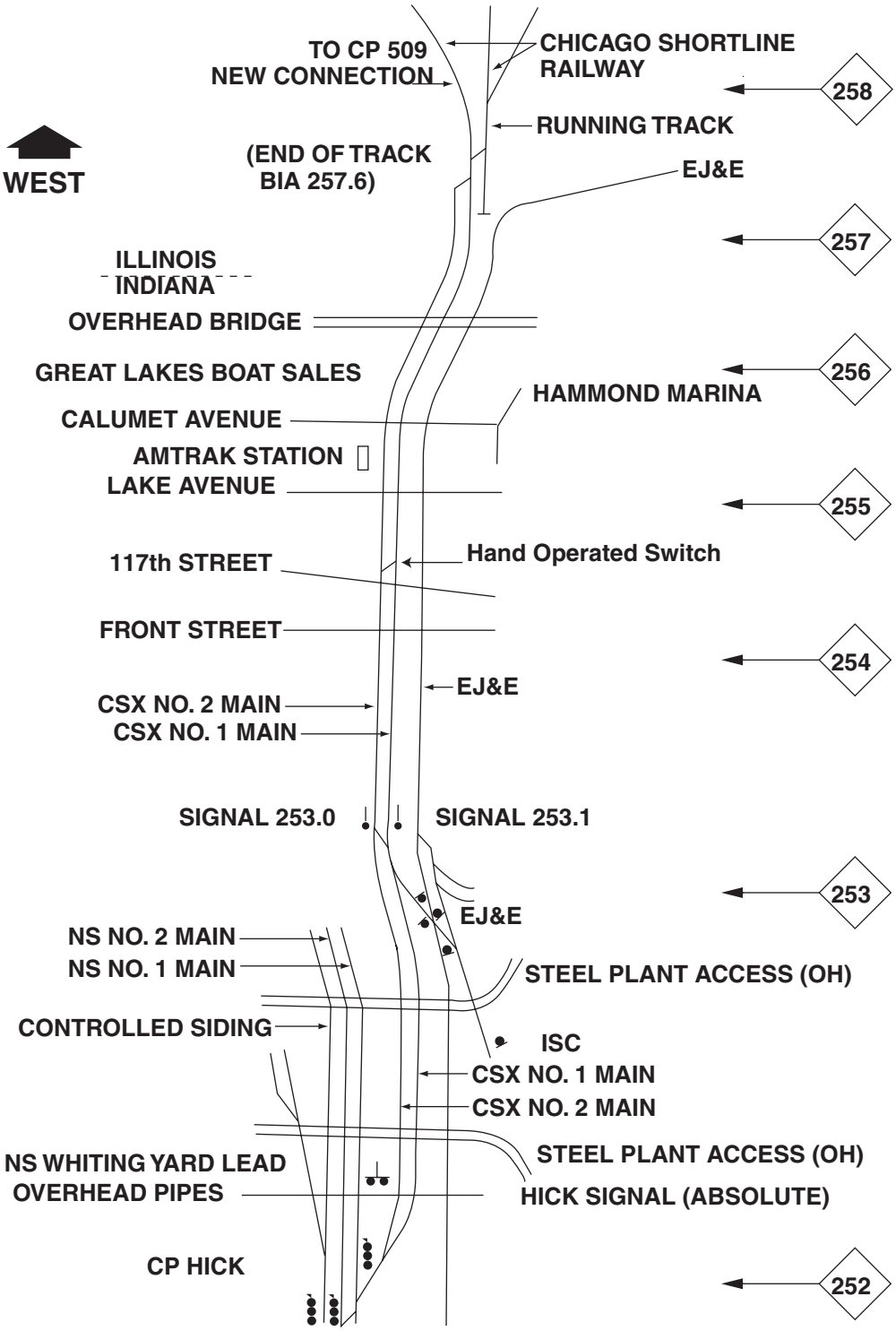
TO CP 509
NEW CONNECTION
CHICAGO SHORTLINE
RAILWAY
258
RUNNING TRACK
WEST
(END OF TRACK
BIA 257.6)
EJ&E
257
ILLINOIS
INDIANA
OVERHEAD BRIDGE
GREAT LAKES BOAT SALES
256
HAMMOND MARINA
CALUMET AVENUE
AMTRAK STATION
LAKE AVENUE
255
117th STREET
Hand Operated Switch
FRONT STREET
254
EJ&E
CSX NO. 2 MAIN
CSX NO. 1 MAIN
SIGNAL 253.0
SIGNAL 253.1
253
EJ&E
NS NO. 2 MAIN
NS NO. 1 MAIN
STEEL PLANT ACCESS (OH)
CONTROLLED SIDING
ISC
CSX NO. 1 MAIN
CSX NO. 2 MAIN
STEEL PLANT ACCESS (OH)
NS WHITING YARD LEAD
OVERHEAD PIPES
HICK SIGNAL (ABSOLUTE)
CP HICK
252

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PORTER BRANCH METHOD OF OPERATION

AUTHORITY FOR MOVEMENT

Between Location/Mile Post	Rules
CP-240.7 and CP-243 tracks No.1 and No. 2	ABS - CPS - 261
CP-243 and CP Ivanhoe single track	ABS - CPS - 261

Signal Rules – CSX CR-1281- CR-1290

MAXIMUM AUTHORIZED SPEED Between

Location/Mile Post	
CP-482 and CP-243 Tracks No.1 and 2	40 MPH
Except; Porter Wye Track Southeast Quadrant	30 MPH
CP-243 and CP- Ivanhoe	40 MPH
Connection track at Willow Creek	30 MPH
Westbound trains operating from the Fort Wayne Line to Porter Branch through CP Tolleston	20 MPH
Westbound trains at MP 256.6 until leading end of movements occupies crossing	25 MPH

RADIO STATIONS

RA Dispatcher

Channel Monitored	14-14
Train Dispatcher call in tone is	3
Road Trains	80-80

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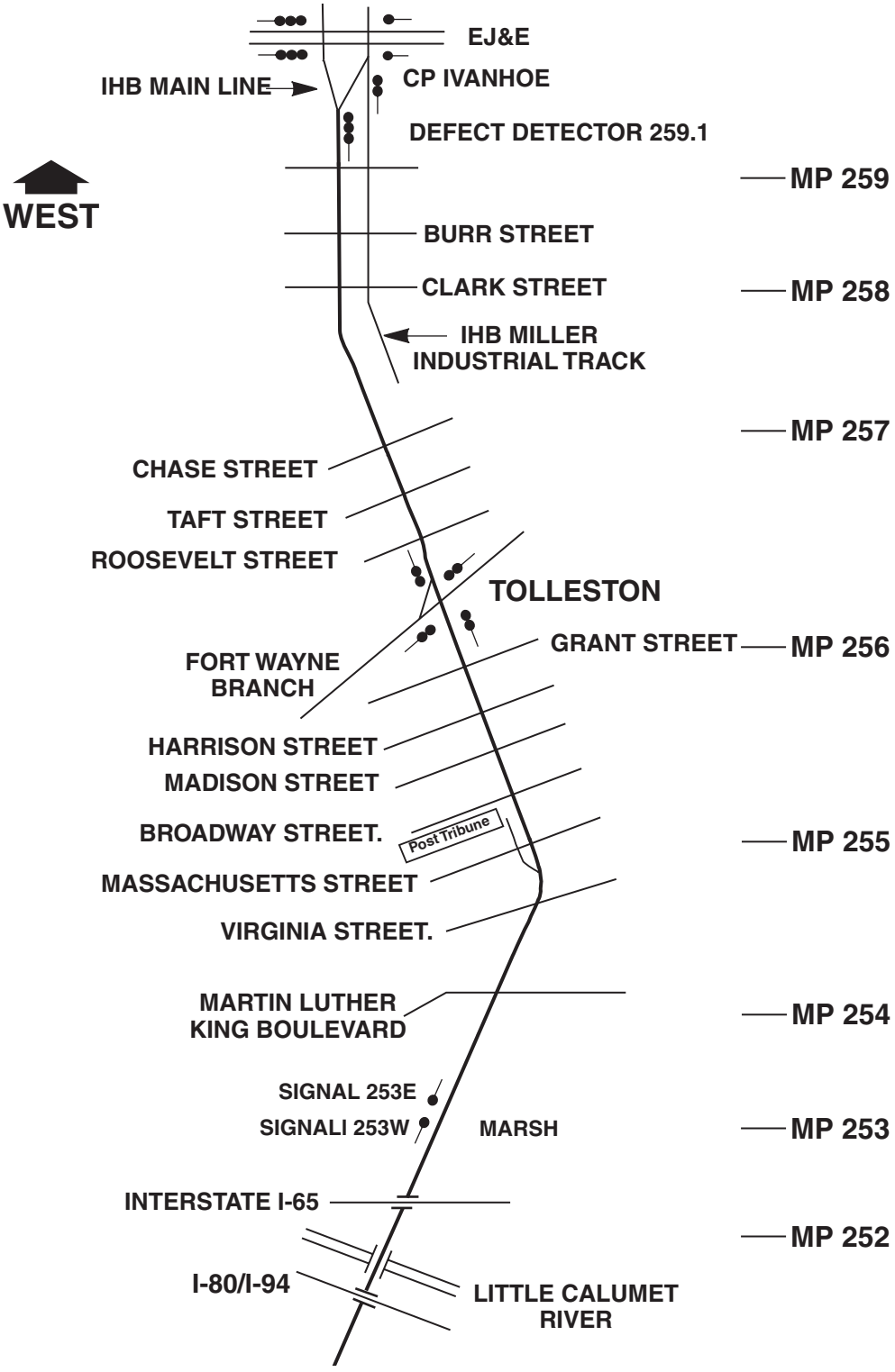
EJ&E
IHB MAIN LINE
CP IVANHOE
DEFECT DETECTOR 259.1
WEST
MP 259
BURR STREET
CLARK STREET
MP 258
IHB MILLER
INDUSTRIAL TRACK
MP 257
CHASE STREET
TAFT STREET
ROOSEVELT STREET
TOLLESTON
GRANT STREET
MP 256
FORT WAYNE
BRANCH
HARRISON STREET
MADISON STREET
BROADWAY STREET.
Post Tribune
MP 255
MASSACHUSETTS STREET
VIRGINIA STREET.
MARTIN LUTHER
KING BOULEVARD
MP 254
SIGNAL 253E
SIGNALI 253W
MARSH
MP 253
INTERSTATE I-65
MP 252
I-80/I-94
LITTLE CALUMET
RIVER

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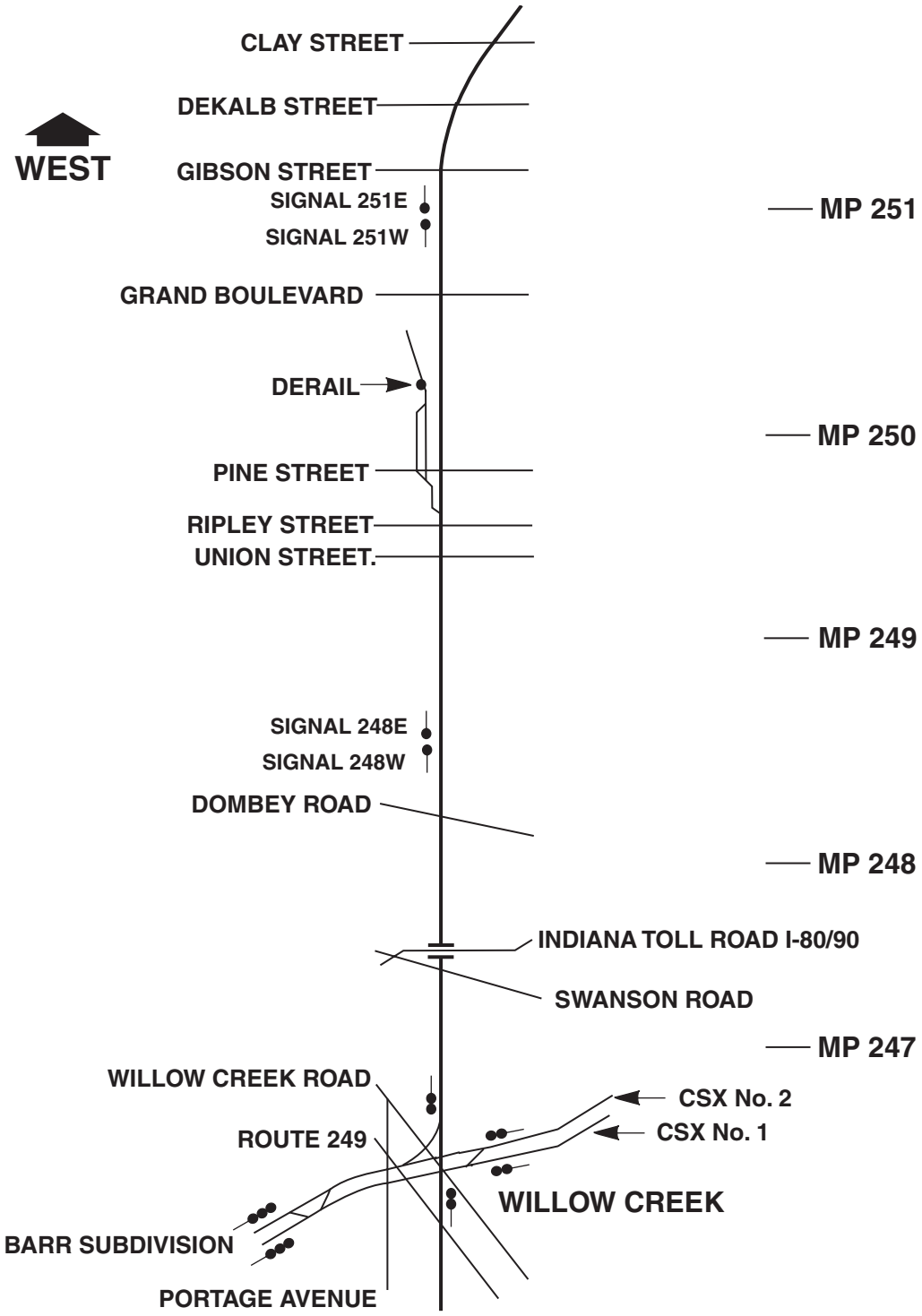
CLAY STREET
DEKALB STREET
WEST
GIBSON STREET
SIGNAL 251E
SIGNAL 251W
MP 251
GRAND BOULEVARD
DERAIL
MP 250
PINE STREET
RIPLEY STREET
UNION STREET.
MP 249
SIGNAL 248E
SIGNAL 248W
DOMBEY ROAD
MP 248
INDIANA TOLL ROAD I-80/90
SWANSON ROAD
MP 247
WILLOW CREEK ROAD
CSX No. 2
CSX No. 1
ROUTE 249
WILLOW CREEK
BARR SUBDIVISION
PORTAGE AVENUE

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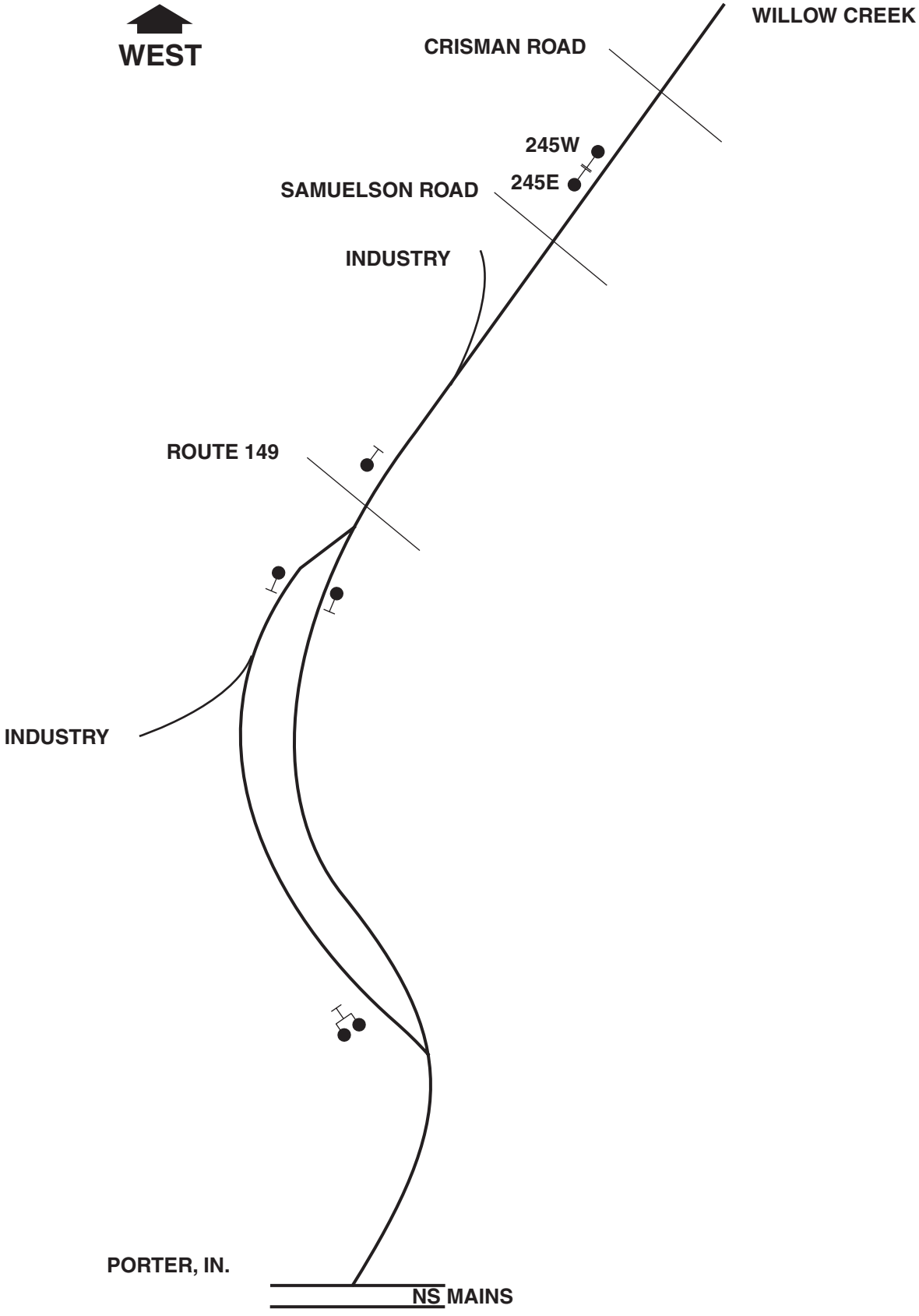
WEST
WILLOW CREEK
CRISMAN ROAD
245W
245E
SAMUELSON ROAD
INDUSTRY
ROUTE 149
INDUSTRY
PORTER, IN.
NS MAINS

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EJ&E RAILWAY COMPANY

Personnel operating on the EJ&E Railway using the CORA Guide will be governed by the rules listed in the GCOR section of the CORA Guide EXCEPT as modified in this, the EJ&E section of the guide. In those cases where the EJ&E rule section add to or change a rule, the words "Add" or "Changed to Read" preface the new wording. All portions of the rule that are not referenced remain unchanged from the GCOR section of the CORA Guide.

Rules/Instructions in the CORA Guide may have been modified to suit the purposes of this publication.
This section must not be used by EJ&E personnel.

ABBREVIATIONS & DEFINITIONS

Use only the following abbreviations:

ABS	Automatic Block Signal System
CTC	Centralized Traffic Control
E	East
ESW	East Siding Switch
INT	Interlocking
JCT	Junction
MP	Mile Post
MPH	Miles Per Hour
NO	Number
OK	Correct
SS	Spring Switch
TWC	Track Warrant Control
W	West
WSW	West Siding Switch
XO	Crossover
YL	Yard Limits

Use the normal abbreviations for names of months.

DEFINITIONS
Slow Speed
A speed not exceeding twenty (20) miles per hour.

Track Warrant Control (TWC)
A method to authorize train movements or protect men or machines on a main track within specified limits in a territory designated by the timetable.

RULE SUPPLEMENTS & AMENDMENTS

2.14 TRANSMITTING TRACK WARRANTS AND TRACK BULLETINS
When transmitted by radio, track warrants and track bulletins must be transmitted according to applicable operating rules and the following:

- The train dispatcher must state that a track warrant or track bulletin will be transmitted.
- The employee must identify himself and inform the train dispatcher when ready to copy. An employee operating the controls of a moving engine may not copy track warrants or track bulletins. In addition, track warrants or track bulletins must not be transmitted to the crew of a moving train if the conductor, engineer, or train dispatcher feels that the transmission could adversely affect the safe operation of the train.
- The employee-receiving track warrants or track bulletins must copy them in writing using the format outlined in the operating rules.

5.4 CHANGE: "general order(s)" to Read "Bulletin Order(s)"

CHANGE: "two miles" to Read "one and one half miles" for all subparts of this rule.

5.4.1 CHANGE THE LAST SENTENCE TO READ: Yellow-red flags will be used when a train is required to stop.

5.4.3 ADD: B. 2, items:
d. Maintenance of Way employees may display yellow-red flags from one hour before to one hour after the time a Form B track bulletin is in effect. During that time, trains may accept the foreman's verbal permission as outlined in Rule 15.2.

e. The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the Form B track bulletin. However, it does allow Maintenance of Way employees to work the full time limits listed on the bulletin under the protection of the yellow-red flags.

5.4.7 CHANGE THE SECOND SENTENCE TO READ: When approaching a red flag or red light, train must stop short of the red flag or red light and not proceed unless the employee in charge gives verbal permission, including milepost location of the red flag or red light.

Delete from the last sentence: "or controlled siding,"

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5.4.8 HANGED TO READ:
Flags will be displayed only on the track affected. However, when yellow, yellow-red, or red flags or red lights are used for protection, these flags must be placed to protect all possible access to the restricted area.

Flags must be displayed to the right of the track as viewed from an approaching train, except red flags or red lights may be displayed between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instruction or bulletin order.

In the application of this rule in multiple main track territory, yellow, yellow-red, red and green flags will be placed on the field side of the track. When a train operates on the left track, employees on the train should view these flags to the left of the track. When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

5.4.9 ABSENCE OF SIGNS
Temporary restrictions identified by track warrant, track bulletin or bulletin order must be complied with, regardless of whether flags as prescribed by Rule 5.4.1 are displayed.

5.5 DOES NOT APPLY ON EJ&E.

5.6 Change the third paragraph to read:
After stopping, extinguish the fusee, then the train must proceed at restricted speed until the head end is 1 mile beyond the fusee.

5.7 DOES NOT APPLY ON EJ&E.

5.11 ENGINE IDENTIFYING NUMBER
Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the number of the leading unit.

5.16.1 COMMUNICATING SIGNALS VIA RADIO
Engineers on freight trains and lite engines will designate an employee in the operating compartment of the locomotive to communicate by radio the name and location of each block and interlocking signal that affects the movements of their train.

This communication must be acknowledged by:
1. Crew member on rear of train,

or

2. Crew member on other units of the locomotive consist when there is no crew member on rear of train.

If all crew members are in the operating compartment of the locomotive, the designated employee will announce the information on the radio and other crew members will communicate to each other as required by Rule 5.16.

6.3 CHANGE THE LAST BULLET TO READ:
Special Instructions or Bulletin Orders.

6.4.2 CHANGED TO READ:
A. Control Points or Manual Interlockings
Except within track and time limits, obtain permission from the control operator:

1. Before making a reverse movement if the trailing end of the movement is between the outer opposing absolute signals of a control point or manual interlocking.

2. Before making a forward movement after making a reverse movement if the engine is between the outer opposing absolute signals of a control point or manual interlocking.

6.23 CHANGED TO READ:
Emergency Stop
When a train or engine is stopped by an emergency application of the brakes, take the following actions:

Obstruction of Main Track or Controlled Siding

• If an adjacent main track or controlled siding may be obstructed, an immediate warning must be given by radio, stating the exact location and status of train or engine, then give the dispatcher or control operator this information. At each end of the train or cars, a lighted fuse must be immediately displayed on the adjacent track, including tracks of other railroads.

Provide flag protection in both directions on these tracks. Provide flag protection for other affected railroads by going at least 1 mile in each direction.

When only one flagman is available, provide protection immediately in the direction the first train is expected. After necessary protection is provided, provide protection in the opposite direction.

Recall the flagman:

— When adjacent tracks are not obstructed.

or

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— When the train dispatcher or control operator advises the crew that protection is provided on adjacent tracks.

Inspection of Cars and Units

• Inspection must be made of all cars and units, and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail and train is complete before proceeding. However, when a bridge or other physical characteristic prevents a walking inspection of the entire train, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

Train on Adjacent Track
A train on an adjacent track that receives radio notification must approach the location at restricted speed and stop short of any obstruction or flagman. When advised that the track is clear and it's safe to proceed, these restrictions no longer apply.

6.25 MOVEMENTS AGAINST THE CURRENT OF TRAFFIC
Movements against the current of traffic must be authorized by track warrant.

Trains and engines moving against the current of traffic must approach block signals, interlocking signals, or facing point spring switches prepared to stop unless:

• The track is clear.

• Switches are properly lined.

• Signals indicate proceed.

However, this will not apply at a spring switch outside of interlocking limits, if the train dispatcher has advised the crew that the switch is spiked in the normal position.

6.28.1 SIDINGS OF AN ASSIGNED DIRECTION
Do not use sidings of an assigned direction in the opposite direction unless authorized by the train dispatcher.

6.28.3 CARS OR EQUIPMENT LEFT ON SIDING
Avoid leaving cars or equipment on sidings unless authorized by the train dispatcher, except in an emergency. In this case, notify the train dispatcher immediately.

6.32.2 CHANGE TO READ:
Automatic Crossing Devices

When within 1/4 mile of a crossing equipped with automatic warning devices, do not increase speed by more than 5 MPH until the device has been operating long enough to provide warning (20 seconds) and
the crossing gates, if equipped, are fully lowered.

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning (20 seconds) and the crossing gates, if equipped, are fully lowered.

• Movement has been delayed or stopped within 2000 feet of the crossing.

• Movement is closely following another movement.

or

• Movement is on other than the main track or siding.

Employees must observe all automatic crossing warning devices and report any that are not operating properly to the train dispatcher or proper authority by first available means of communication.

Notify all affected trains as soon as possible.

When a train has been notified that automatic warning devices are not operating properly, the train must not occupy the crossing until vehicular traffic is clear of the crossing. Crew member must be on the ground at the crossing in position to stop pedestrian and vehicular traffic until crossing is occupied.

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8.3 MAIN TRACK SWITCHES
The normal position of a main track switch is for main track movement, and it must be lined and locked in that position.

However, the main track switch may be left open:

- In CTC territory within track and time limits.

- When attended by a crew member or switch tender.

- For another train or engine when the switch is attended by a member of that crew.

- Within ABS limits, at meeting or passing points, trains operating without caboose may leave siding switch used to enter siding lined and locked for siding and train using main track must stop and crew member line and lock the switch in normal position.
- Within TWC territory when authorized by track warrant. Track warrant protection must be provided for this condition. The switch must not be considered restored to normal position until the train dispatcher is notified by an employee at that location.

On main track switches (if equipped), the target will be red if the switch is lined in other than its normal position.

8.9 MOVEMENT OVER SPRING SWITCHES
Spring switches are identified by the letters “SS” on or near switch stand and their locations are designated in the Timetable.

8.9.1 TESTING SPRING SWITCH
A crew member tests the switch by lining the switch over and back by hand and examining the switch points to see that they fit properly.

A train or engine making a facing point movement over a spring switch must stop, and a crew member must test the switch when any of the following conditions exist:

1. A block signal governing movement over the switch indicates:

   - Stop

or

   - Restricted Proceed

2. A switch point indicator protecting the switch indicates Stop and Inspect Switch.

or

3. The switch is not protected by a block signal or switch point indicator.

However, a crew member does not need to test the switch if it has been lined for the diverging route, or written instructions advise the crew that the spring switch has been spiked.

8.9.2 TRAILING THROUGH AND STOPPING ON A SPRING SWITCH
A train or engine trailing through and stopping on a spring switch must control the slack. A crew member must line the switch by hand before the train or engine can change direction or take slack.

8.9.4 DURING SNOW OR ICE STORMS
During snow storms, ice storms, or other conditions that may prevent a spring switch from functioning properly, avoid making a trailing movement through the spring switch until the switch has been lined by hand for the movement.

14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS

14.1 AUTHORITY TO ENTER TWC LIMITS
First sentence changed to read:
Where designated by the timetable, a track warrant will authorize main track use under the direction of the train dispatcher.

14.2 DESIGNATED LIMITS
Track warrant limits must be designated by specifying track, where required, and exact points such as switches, mile posts, or identifiable points. However, station names may be used as follows.

A. First Named Point
When a station name designates the first named point, authority extends from and includes the last siding switch. Authority extends from the station sign if no siding exists.

B. Last Named Point
When a station name designates the last named point, authority extends to and includes the first siding switch. Authority extends to the station sign if no siding exists.

1. At the last name point, authority extends to but does not include the last siding switch when the track warrant states, “Hold main track at last name point.”

14.2.1 TRACK WARRANT USING MILEPOST LOCATIONS
When a track warrant is issued using milepost as location in line 2 or 4, the dispatcher will state “on name subdivision (i.e. WSD, IRL, ESD, No. 1, No. 2)” and employee copying track warrant will enter the subdivision at the end of that line.

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14.3 OPERATING WITH TRACK WARRANTS
A track warrant authorizes a train or engine to occupy the main track within designated limits. However, the train or engine must not foul a switch at either end of the limits where an opposing train may use the same switch to clear the main track.

The train or engine must move as follows:

1. Proceed from one point to another in the direction the track warrant specifies. When a crew member informs the train dispatcher that the entire train has passed a specific point, track warrant authority is considered void up to that point.

or

2. If authorized to "WORK BETWEEN" two specific points, the train or engine may move in either direction between those points without flag protection.

14.4 OCCUPYING SAME TRACK WARRANTS LIMITS
Only one train can occupy the same or overlapping limits of a track warrant except when:

1. All trains within the limits are authorized to move in the same direction and required to provide flag protection behind the train as specified under Rule 6.19 (Flag Protection). The last train may be relieved of providing flag protection when instructed not to foul the limits ahead of any preceding train.

2. Two or more trains are authorized to "WORK BETWEEN" two specific points at restricted speed within the overlapping limits.

or

3. Trains are moving through the limits of another train authorized to "WORK BETWEEN" two specific points, and track warrants have instructed all trains to move at restricted speed within the overlapping limits. Flag protection is not required within these limits.

If trains or others are listed on track warrant Line 18 the crew of another train or men or machines entering the limits must not enter the limits:

- Until contacting all trains or others listed on Line 18 and reaching an understanding or moves to be made,

- Until receiving advice from the train dispatcher that the train or others has reported clear of the limits,

or

- Unless a flagman walks one mile ahead.

Where track warrant authority includes yard limits, the terms of Rule 6.13 (Yard Limits) apply, but track warrant instructions must be followed.

14.5 PROTECTING MEN OR EQUIPMENT
Men or machines may receive a track warrant in the same manner as trains to occupy or perform maintenance on the main track without other protection.

A track warrant must not be issued to protect men or machines within the same or overlapping limits with a train unless:

1. All trains are authorized to proceed in one direction only, and the track warrant specifies that men or machines do not foul limits ahead of these trains.

or

2. All trains authorized are notified of the men or machines and have been instructed to move at restricted speed. Also, a track warrant must inform the employee in charge of men or machines about the trains. If the track is not safe for trains to move at restricted speed, the employee must protect the track with red flags according to Rule 5.4.7 (Display of Red Flag or Red Light).

If men or machines is listed on track warrant Line 18, the crew of the train or other men or machines entering the limits must not enter the limits:

- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,

- Until receiving advice from the train dispatcher that the men and machines have reported clear of the limits,

or

- Unless a flagman walks one mile ahead. "If limits are occupied by other men or machines" is listed on track warrant Line 18, all movements within the limits must be made at restricted speed.

14.6 MOVEMENTS AGAINST THE CURRENT OF TRAFFIC
When a track warrant authorizes a train to move against the current of traffic, the train must use only the track designated within the specified limits.

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14.7 REPORTING CLEAR OF LIMITS
A train without a crew member on the rear may report clear of the limits or report having passed a specific location only when it is known the train is complete. This must be determined by one of the following ways:
1. The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.

2. An employee verifies the marker is on the rear of the train.

3. A crew member can observe the rear car of the train on which the marker is placed.

4. The train is stopped, and an inspection verifies that the marker is on the rear car of the train.

or

5. A track side warning detector transmits an axle count for the train, and the axle count duplicates the axle count transmitted by the previous track side warning detector.

In addition, a train clearing in a siding or other track must comply with requirements outlined in Rule 8.3 (Main Track Switches) before reporting clear of the limits.

14.8 TRACK WARRANTS REQUESTS
An employee who requests a track warrant must inform the train dispatcher what movements will be made and, when necessary, which tracks will be used and how much time is required.

14.9 COPYING TRACK WARRANTS
The conductor and the engineer must have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show the date, location, and name of the employee who copied it. The following must occur when transmitted verbally:

A. Transmitting and Repeating Track Warrants

1. An employee will enter all of the information and instructions on the track warrant.

2. The employee will repeat all pre-printed and written information to the train dispatcher. When verbally transmitting and repeating track warrants and track bulletins, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

3. The train dispatcher will check it and, if correct, will say “OK” and give the time and his initials.

4. The employee will enter the “OK” time and the train dispatcher’s initials on the track warrant and repeat them to the train dispatcher.

B. In Effect

1. The track warrant is not in effect until the “OK” time is shown on it.

2. If the track warrant restricts movement or previously granted authority, it cannot be considered in effect by the train dispatcher until acknowledgment of the “OK” has been received.

Employees may relay track warrants. Employees relaying the repeat of a track warrant must underscore all preprinted and written instructions as they are repeated.

14.10 TRACK WARRANT IN EFFECT
A track warrant is in effect until a crew member reports the train has cleared the limits, or the track warrant is made void. The crew member must inform the train dispatcher when the train has cleared the limits.
Time Limit Shown
If the track warrant shows a time limits, the train must clear the limits by the time specified, unless another track warrant is obtained. If the crew members cannot contact the train dispatcher and time limits expire, authority is extended until the train dispatcher can be contacted.

14.11 CHANGING TRACK WARRANTS
Employees must not add to or alter the track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins).

When the limits or instructions of a track warrant must be changed, a new track warrant must be issued showing, “Track Warrant NO. is void” and the number of the track warrant being changed. When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

14.12 VOIDING TRACK WARRANTS
A crew member must write “VOID” across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.

14.13 MECHANICAL TRANSMISSION OF TRACK WARRANTS
Repetition is not required when track warrants are transmitted mechanically. The “OK” time will be given when the track warrant is issued and the initials of the train dispatcher will be shown in the space for the name of the copying employee.

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Track warrants that restrict the authority or movement of a train must not be transmitted mechanically, unless the train being restricted will not leave the point without receiving the track warrant.

14.14 DESIGNATION OF ON-TRACK EQUIPMENT
In track warrants on-track equipment will be designated by first initial and last name of employee being issued track warrant.

15.1 DELETE FROM THE SECOND PARAGRAPH: unless the track warrant shows “NONE” or “NO”.

15.2 ADD ITEM:

D. Crews that have entered the limits of a “Form B” that stop to set out cars at interchange, switch an industry, or for other reasons, must inform the foreman in charge of the “Form B” of all movements that will be made within the limits. Crew member must advise the foreman in charge of the “Form B” when returning to their train and again before proceeding, being governed by his instructions.

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

15.6 CHANGE TO READ:
Change of a Rule, Bulletin Order, or Special Instruction
When authorized by the designated supervisor, a track bulletin may be used to issue, change, or cancel rules, bulletin orders, or special instructions.

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TIME TABLE SPECIAL INSTRUCTIONS

GENERAL INSTRUCTION # 1:

MAIN TRACK SWITCH POSITION:

The information contained within this rule applies to all personnel responsible for operation of Main Track Switches.
Employee job-briefings are mandatory before opening and upon restoring Main Track Switches.
The normal position for Main Track Switches, in non-signaled Main Track territory is for Main Track movement and the switches must be lined and locked in that position. EJ&E Main Track switches in non-signaled Main Track territory must not be left open. The following instructions are placed into effect for operation of Main Track Switches within non-signaled Main Track territory:

1.) No employee is permitted to operate or verify the position of a hand-operated Main Track Switch in non-signaled territory unless that person is qualified on the Carriers operating rules relating to their operation.

2.) Employees operating hand-operated Main Track Switches in non-signaled territory must visually ensure that:

Hand-operated Main Track switches are properly lined for the intended route, and

The switch points fit properly and the switch target, if so equipped, corresponds with the switch position.

3.) Employees who operate manual (hand-operated) Main Track switches in non-signaled territory must report to the EJ&E Train Dispatcher that all Main Track switches have been restored to normal position before reporting clear of the limits of Main Track authority (Track Warrant).

4.) The employee operating Main Track Switches in non-signaled territory must complete and sign a Non-signaled Territory Switch Awareness (SPAF) form indicating the train symbol, date, and subdivision, along with the Conductor and Engineer initials for train and engine service personnel or the appropriate Maintenance employee for other than train and engine service personnel.

- The Conductor or Maintenance employee for other than train and engine service personnel must complete entries made with respect to a specific Main Track Switch as soon as possible after the switch is reversed and as soon as possible after the switch is returned to its normal position before leaving the location. The Engineer's initials on the form are intended to serve as across check measure to reflect that the Engineer has been advised, through a job briefing with the Conductor that the Main Track Switch or switches have been restored to their normal position.

- The Engineer's initials should be affixed to the form as soon as practical after the Main Track switch has been restored to its normal position. All information on the form must be entered before an employee reports clear of the limits of Main Track Authority.

- The Train Dispatcher must confirm the switch positions with the employee releasing the limits before clearing the limits of authority. Additionally, in the case of a train, the Train Dispatcher must confirm that both the Conductor and Engineer have initialed the SPAF form as required.

5.) The original completed (SPAF) form(s) must be promptly forwarded to the Joliet Dispatch Center upon completion of each day's tour of duty for review. Foreign railroad personnel must fax the form to the Joliet Dispatch Center at 1-815-740-6737 upon tying up.

6.) Completed (SPAF) forms shall be retained for a period of five (5) days and made available to representatives of the FRA for inspection and copying.

7.) All employees operating Main Track switches must follow these instructions. Foreign train crews operating on EJ&E non-signaled Main Track territory must also adhere to these requirements with completed forms transmitted via facsimile to the EJ&E Dispatch Center at 1-815-740-6737 upon completion of each tour of duty following operation over EJ&E Main Track.

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8.) Employee job-briefings shall be conducted in connection with the operation of hand-operated Main Track Switches in non-signaled territory:

- Before work is begun
- Each time a work plan is changed, and
- At completion of work

9.) In the case of a train, each time a crewmember changes the position of a hand-operated Main Track switch in non-signaled territory, the crewmember shall communicate with the Engineer, by radio, while physically at the switch location, stating the switch name, location, and position of the switch (normal/reverse).

Before movement may occur, the Engineer must acknowledge that information by radio.

- If radios become inoperable all crewmembers must conduct a job briefing regarding the use of hand-operated Main Track switches in non-signaled territory before use also noting the inoperable radio on the NSTSA form.
- Foreign crews operating over EJ&E trackage may substitute an acceptable form used by that Carrier in lieu of the EJ&E form otherwise, the EJ&E form is required.

- OTHER THAN DARK TERRITORY MAIN TRACK SWITCHES

The train or engine service employee responsible for operating a hand-operated Main Track Switch in other than non-signaled territory must communicate clearly with the Conductor, if applicable, and the Locomotive Engineer over the appropriate radio frequency before a hand-operated Main Track switch is opened.

Similarly, the crewmember responsible for operating a hand-operated Main Track switch must communicate clearly with the Conductor, if applicable, and the Locomotive Engineer over the appropriate radio frequency, upon each Main Track switch being restored and secured for normal main track movement.

The above requirements is for all crewmembers to communicate over the appropriate radio frequency and applies to the operation of any Main Track switch regardless the switch falls within signaled or non-signaled territory.

GENERAL INSTRUCTION # 2:

Dimensional Equipment over EJ&E Trackage:

1) Vertical clearance above top of rail for standard width car of 10' 8" may be moved over EJ&E Main Tracks.
2) Automobile carrier and double stack equipment not exceeding 10' 8" in width and/or 20' 2" in height may be moved over EJ&E Main Tracks.

3) Equipment other than described in above items I and II, exceeding 11' 10" in width or 18' 6" in height is not permitted on EJ&E Main Tracks without a Clearance Form 1000 or unless the Conductor has ascertained from the Joliet Dispatch Center that the car has movement clearance.

WESTERN SUBDIVISION **(East Joliet to Waukegan)**

WS-1 BRIDGE JUNCTION:
Trains and engines using the siding at Bridge Junction must approach Oakland Avenue prepared to stop and ascertain crossing protection is functioning properly before proceeding.

EXTENSION OF CTC LIMITS:
EAST BRIDGE JUNCTION AND BNSF CONTROL POINT (CP) 36:
The Home signal for East Bridge Junction, located at the East end of Bridge 198 and to the right of an eastward bound train, will be controlled by the EJ&E Dispatch Center. The signal for BNSF CP 36, located near the bottom of the BNSF Lead, will be controlled by the BNSF.

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WS-2 RENWICK ROAD DETECTOR:
A combination hot box, hot wheel and dragging equipment detector is located at mile post 7.8, Renwick Road.

This system will inspect both north and south bearings of each locomotive and car axle moving in either direction through Renwick Road. If defects are detected an alarm tone will be transmitted as each defect is detected.

Crews must be alert to receive one or more voice radio messages within one and one-half train lengths, after passing Renwick Road, concerning all axles of their train. Train crews must monitor the detector and be governed by the information furnished.

When the message “Integrity Failure” or “System Failure” accompanies an alarm message (hot box, hot wheel, or dragging equipment) the alarm message is still valid. The train must be stopped and inspected. In addition the dispatcher must be notified of the Integrity or System failure message.

When the message “Integrity Failure” or “System Failure” accompanies a message of “No Defects,” notify the dispatcher of the failure message only.

The engineer receiving the transmission must repeat the message via the radio.

Axle counts are made from the head-end of the movement including axles of all locomotives, cars and cabooses. When notified of one or more defect axle locations, inspection shall be made of at least twelve axles in each direction from the designated location on both the north and south sides of the train.

Crews failing to receive an inspection report message within one and one-half train lengths after passing Renwick Road must advise the dispatcher of the non-working detector and continue moving watching
the train closely for defects. A minimum train speed of 8 MPH must be maintained while train is moving over detector equipment when practicable. Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.

DEFECT INSPECTION PROCEDURES:
Friction Bearing:
If upon inspection the journal does not appear to be hot, open journal cover and check for: sufficient oil in journal box, sufficient oil on pad, thinning or separation of oil on end of axle. In the event the journal still does not appear to be hot carefully test for the presence of heat with the bare hand. If a hot journal is not detected by this examination, carefully inspect for source of heat.

Roller Bearing:
Carefully place the bare hand on the adapter and if the hand cannot be held on the adapter and the bearing is noticeably warmer than the other bearing, the bearing in question is considered to be overheated. If a build-up of grease combined with heat around the bearings or any broken parts are noted, the car or engine should be set out.

The typical radio message will be similar to one of the following formats:
EJ&E Railway Milepost 7.8 - No Defects - Axle Count 106 - Detector out.

EJ&E Railway Milepost 7.8 - 01 Defect - Hot Box North Side Axle 46 - Axle Count 106 - Detector out.
EJ&E Railway Milepost 7.8 - 01 Defect Dragging Equipment near Axle 53 - Axle Count 106 - Detector out.

EJ&E Railway Milepost 7.8 - 02 Defects Hot Box South Side Axle 25 - Hot Wheel North Side Axle 47 - Axle Count 106 - Detector out.

In addition the message “Inspect Train” may be broadcast if the maximum of 9 alarms is exceeded.

WS-3 WALKER:
Eastbound crews instructed to wait at Walker for a westward movement destined for the Illinois River Line must stay west of 143rd Street until westward movement is west of absolute signal at CTC Turner.

LIBERTY INTERLOCKING- REMOTE CONTROLLED:
An Interlocking/ Control Point is established at East Siding, located at MP 20.6, and is controlled remotely from the EJ&E Dispatch Center.

The new Control Point is named and identified as Liberty Interlocking. Liberty Interlocking will include a new dual controlled power switch that operates the Main and East Siding switches at the East End.

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WS-4 NORMANTOWN:
The switches at either end of the siding, Normantown, are Dual Controlled, remotely operated from the Joliet Dispatch Center. The switch related signals at either end are each classified as interlocking facilities (Normantown East and Normantown West). All movements within each of these two (2) locations are governed by Interlocking Rules. The maximum speed on the siding is twenty (20) M.P.H.

WS-5 EOLA:
Trains having work to do in the BNSF East yard at East Siding must obtain permission from the BNSF yardmaster before entering the yard tracks. When the work is completed, the conductor will advise the BNSF yardmaster, via radio, when clear of the BNSF yard.

WS-6 WEST CHICAGO:
Between 10:00 p.m. and 6:00 a.m. enginemen will not sound locomotive horn at grade crossing having automatic flasher and/or gate protection except in emergency and as may be necessary to prevent injury to persons or damage to property. At all times, whistle signal (2 longs, 1 short and 1 long) must be sounded at Aurora Street, which does not have automatic flasher and/or gate protection.

INTERLOCKING – MANUAL – WEST CHICAGO. (JB INTERLOCKING)

WS-7 WEST CHICAGO:
Unless otherwise instructed, eastward trains must use the siding at West Chicago. The normal position of the siding switch at the west end of West Chicago will be lined and locked for the siding.

INTERLOCKING-REMOTE CONTROLLED – SPAULDING

CTC Lake is remotely controlled from the EJ&E Dispatch Center.

The East Siding Switch Leithton is a dual controlled power switch and is controlled from the EJ&E Dispatch Center.

All switches intersecting with the Main Track within these limits have an electric lock operation.

Crews in charge of movements approaching Leithton or Spaulding Interlocking from either direction must first communicate with the EJ&E Dispatch Center for movement authority beyond the respective interlocking before communicating with the CN at Stephens Point or CP at B-17 for authority into the interlocking.

WS-8 SPAULDING:
When a train or engine is stopped by a STOP indication at home signal, a member of the crew will immediately communicate with the CPRS Rail control operator at B-17 for authority to proceed.

WS-9 SPAULDING:
Trains operating on Track 4 approaching Bartlett Road, near MP 36.95 must protect crossing in accordance with Operating Rules 5.8.1, 5.8.2(G) and 6.32.2.

WS-10 BARRINGTON INTERLOCKING:

INTERLOCKING TRAP CIRCUIT RESET:
Interlocking Trap Circuit Reset mechanisms are in place at the Barrington Interlocking. The reset buttons are located within a metal housing on or near the interlocking bungalow and secured with a lock. Operation of the reset button is as follows:

1. If a trap circuit is “set”, a red light inside the locked button case will be illuminated.
2. To release the trap circuit, first insure that no equipment is standing within the interlocking and depress the button inside the case.
3. If no other failure exists the trap circuit will reset and the red light will be extinguished. After an elapse of ten (10) seconds the track circuit will clear and the interlocking will function normally.
4. If red light fails to extinguish maintenance personnel should be dispatched.

The interlocking at Barrington Illinois, on the Western Subdivision, is operated remotely from the Joliet Dispatch Center. When necessary, crews will communicate with the Dispatch Center on AAR Channel 91-91.

WS-11 BARRINGTON:
The Union Pacific east WYE track is restricted to one (1) locomotive.

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INTERLOCKING-REMOTE CONTROLLED
LEITHTON

WS-12 LEITHTON:
When a train or engine is stopped by a STOP indication at the home signal, a member of the crew will immediately communicate with the CN control operator at Stevens Point, Wisconsin, for authority to proceed.

CTC Lake is remotely controlled from the EJ&E Dispatch Center.

The East Siding Switch Leithton is a dual controlled power switch and is controlled from the EJ&E Dispatch Center.

All switches intersecting with the Main Track within these limits have an electric lock operation.

Crews in charge of movements approaching Leithton or Spaulding Interlocking from either direction must first communicate with the EJ&E Dispatch Center for movement authority beyond the respective interlocking before communicating with the CN at Stephens Point or CP at B-17 for authority into the interlocking.

WS-13 LEITHTON:
The normal position of the west wye switch leading from the siding to the CN interchange is lined for the interchange track and it must be returned to the normal position after use.

WS-14 UPTON:
Re-clear circuits for eastward and westward movements are located between the re-clear signs and respective home interlocking signals.

AUTOMATIC INTERLOCKING – UPTON

WS-15 UPTON:
Train movements will operate the home signals except when there are conflicting cross line movements, by occupying the long circuit to the interlocking.

When the long approach circuit is occupied for more than eight (8) minutes, the long approach circuit will time out and the home signal will indicate STOP. Train movements must then occupy the re-clear circuit located within 300 feet of the home signal to operate the interlocking.

After a movement has occupied the re-clear circuit and the home signal still displays a stop indication, the following procedure must be followed:

A member of the crew must proceed to the cross line and ascertain by sight and hearing that no immediate conflicting movements are evident.

A time release push button for EJ&E interlocking route is provided on the side of the instrument housing located at the cross line.

Press release button and hold for ten seconds, then let go. The light adjacent to release button will light. After six (6) minutes, the light will go out and signal will display proceed indication. If the signal indication does not authorize movement to proceed after six (6) minutes, be governed by Rule 9.12.3.

REVERSE MOVEMENT:

Press release button and hold for ten (10) seconds, and release. The light adjacent to release button will light, then quickly go out and signal will display proceed indication. If signal indication does not authorize movement to proceed after six (6) minutes, be governed by Rule 9.12.3.

WS-16 MIDWEST GENERATION:
A red/green light is installed on a pole between tracks 5 and 6 in the West Yard at Midwest Generation to control movements into the Yard. Industry personnel will switch the red light to green when it is permissible for train crews to enter the plant. When finished switching cars at the plant, the train crew will reposition the electric switch mounted on the pole turning the light back to red.

WS-17 QUIET ZONE
A Quite Zone has been established between Milepost 55.4 and Milepost 63.9. Within the limits of the Quiet Zone, Locomotive and track equipment bells and whistles (Rule 5.8.1 and 5.8.2(G)) must not be sounded except in case of the following situations:

- Person or pedestrian is foul of the railroad, and/or
- As a means of warning when approaching Roadway Workers, and/or
- In emergency situation at any time when not otherwise listed.

In addition to the Quiet Zone the following nine (9) highway grade crossing are affected:

- Old McHenry Road (MP 55.44)
- McHenry Gilmer Road (MP 56.91)
- Route(s) 60 and 83 (MP 59.02)
- Diamond Lake Road/Lake Street (MP 59.13)
- Butterfield Road (MP 60.42)
- Lakeview Parkway (MP 61.70)
- Milwaukee Road (MP 62.20)
- St. Mary's Road (MP 63.33)
- Old School Road (MP 63.86)

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JOLIET YARD

JY-1 JOLIET:
Trains and engines traveling in either direction on the Run-Through-Track, East Joliet Yard, must ring the bell continuously from a point 100 feet either side of the South End Yard Office.

JY-2 JOLIET:

Track N-38 is designated as the running track. A stop sign is located east of the curve at the roundhouse and will govern westward movements on Track N-38 only. Engines enroute west on this track will come to a stop at the sign. After stop is made, and route is clear, whistle signal (2 longs) must be sounded.

JY-3 JOLIET:
Conductors of trains that will terminate, turn, or travel through Joliet are to call the Yardmaster twenty (20) minutes before arrival at East Joliet requesting inbound track information.
Yardmasters are on duty at Joliet between the hours of 7:30 a.m. and 11:30 p.m. When a Yardmaster is not on duty at Joliet, Conductors will contact the Train Dispatch instead of the Yardmaster.

JY-4 JOLIET:
Cars must not be cut off in motion nor permitted to travel under their own momentum in East Joliet Yard.

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EASTERN SUBDIVISION (East Joliet to Kirk Yard)

ES-1 FRANKFORT:
Unless otherwise instructed eastward trains must use the siding at Frankfort. The normal position of the siding switch at the west end of Frankfort will be lined and locked for the siding. Normal position of the East Siding switch Frankfort will be lined and locked for the main track.

HOT BEARING DETECTOR SYSTEM RIDGELAND AVENUE MP-18
A hot Bearing Detector System is located near Mile Post 18 at Ridgeland Avenue.

This system will inspect both north and south bearings of each locomotive and car axle moving in either direction through Ridgeland Avenue. If defects are detected a four-second alarm tone will be transmitted as each defect is detected.

Crews must be alert to receive one or more voice radio messages within one and one-half train length, after passing Ridgeland Avenue, concerning all axles of their train. Train crews must monitor the detector and be governed by the information furnished.

The typical radio message will be similar to one of the following syntheses formats:
EJ&E Railway Milepost 18 - Ridgeland Avenue - No defects.
EJ&E Railway Milepost 18 - Ridgeland Avenue - First Hot Box North Side Axle 003 - Second Hot Box South Side - Axle 026 - Third Hot Box North Side - Axle 286.
EJ&E Railway Milepost 18 - Ridgeland Avenue - Hot Box Detector - Not Working. The engineer receiving the transmission must repeat the message via the radio.

Axle counts are made from the head-end of the movement including axles of all locomotives, cars and cabooses. When notified of one or more defect axle locations, inspection shall be made of at least twelve axles in each direction from the designated location on both the north and south sides of the train.

Crews failing to receive an inspection report message within one and one-half train lengths after passing Ridgeland Avenue, or receiving an inspection report message that hot box detector is not working, must advise the dispatcher of non-working detector and continue moving watching the train closely.

A minimum train speed of 10 MPH must be maintained while train in moving over detector. Do not stop train over detector equipment when practicable. Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.

When a westward train receives a hot bearing(s) warning, stop must be made before fouling crossing circuits for Pfeifer Road and inspect train for defects. If necessary to set out car(s) they will be set out on the Frankfort Storage Track.

Eastward trains will stop rear of train clear of Cicero Avenue Matteson and inspect train for defects. If necessary to set out car(s) they will be set out in Matteson Yard.

ES-2 EAST JOLIET (ROCK ISLAND) – MANUAL INTERLOCKING:
The Interlocking, Rock Island, is remote controlled by Metra, Chicago. Crews will immediately communicate with the EJ&E Dispatch Center, AAR radio frequency 16-16, Call tone 41, when stopped by a STOP signal indication for movement authority. (Metra AAR radio frequency 02-02). A trap circuit release feature is available at this location.

ES-3 INTERLOCKING ROCK ISLAND/ MILEPOST 2.0
Westbound trains receiving an “Approach” signal indication (Rule 285) at Block Signal No. 763 must have movement operating at “Restricted Speed” (Rule 6.27) when leading end of movement reaches the Yard Limit Board located at Milepost 2.0 regardless of train or consist makeup.

ES-4 TRACK WARRANT AUTHORITY – EAST JOLIET TO FRANKFORT:
A single line of track warrant authority will not be issued to Eastward movements between East Joliet and Spring Switch Matteson. When a train or on-track vehicle is to operate between the above-mentioned points, two (2) lines of track warrant authority must be used.
Other traffic permitting, trains or on-track vehicles will be issued a line of track warrant authority from East Joliet to Frankfort, with specific instructions to hold main track or clear main track. Another line of track warrant authority will be issued from Frankfort to Spring Switch Matteson, or points in between.

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ES-5 FRANKFORT- CENTER STREET CROSSING PROTECTION:
The automatic crossing protection devices for Center Street road crossing, Frankfort are equipped with a timing mechanism commencing when movement occupies a segment of track at the whistle post. The timing device is set for three (3) minutes. If movement is delayed or stopped between the whistle post and the crossing, the automatic crossing protections will time out upon expiration of three (3) minutes leaving the crossing unprotected. When this is the case, the protection will not again activate until movement reaches a point at the crossing.

To ensure sufficient advance operation of the crossing protection at this location, the following instructions are placed into effect:

Movements operating on either side of the Siding or Main track approaching Center Street Road Crossing, Frankfort that stop or are delayed between the whistle post and Center Street Road Crossing, regardless of whether the crossing protection is operating:

1.) Must not occupy the crossing until vehicular traffic is clear of the crossing,
And
2.) Must be protected by a crewmember on the ground at the crossing in position to stop pedestrian and vehicular traffic until crossing is occupied.

ES-6 MATTESON: WESTERN AVENUE AUTOMATIC CROSSING DEVICES (EASTWARD TRAINS)

Automatic Crossing Protection, Western Ave. MP 23.12, Eastern Subdivision:

The automatic crossing protection for Western Avenue, MP 23.12 will not recover when equipment is standing within 400 feet of the highway crossing. To avoid excessive activation of the automatic crossing protection, Western Avenue, Eastward trains must not stop within 400 feet west of the highway crossing.

ES-7CHICAGO HEIGHTS
Trains operating on the west CHTT Yard Lead approaching Wentworth Avenue, near MP 25.9 must protect the crossing in accordance with operating Rules 5.8.1, 5.8.2(G) and 6.32.2

ES-8 DYER: AUTOMATIC INTERLOCKING
Train movements will operate the home signals, except when there are conflicting cross line movements, by occupying the long approach circuit to the interlocking.

When the long approach circuit is occupied for more than eight (8) minutes, the long approach circuit will time out and the home signal will indicate STOP. Train movements must then occupy the reclear circuit, located within 250 feet of the home signal, to operate the interlocking.

After a movement has occupied the re-clear circuit and the home signal still displays a stop indication, the following procedure must be followed:

A member of the crew must proceed to the cross line and ascertain by sight and hearing that no immediate conflicting movements are evident.

A time release push button for EJ&E interlocking route is provided on the side of the instrument housing located at the cross line.

If light in the box above the button is burning, press release button, the signal should clear. If signal indication does not authorize movement to proceed after six minutes and 30 seconds, train must pull by the signal, stop short of the cross line, and wait an additional six minutes and 30 seconds. A member of the crew must ascertain by sight and hearing that no immediate conflicting movements are evident, then proceed through the interlocking.

If the light in the box above the button is not burning, wait 12 minutes if signal indication does not authorize movement to proceed, then press release button.

If after 6 minutes and 30 seconds, signal does not clear, then proceed past the signal, stop short of the cross line. Then wait an additional 6 minutes and 30 seconds. A member of the crew must ascertain by sight and hearing that no immediate conflicting movements are evident then proceed through the interlocking.

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ES-9 EASTWARD MOVEMENTS, DYER INTERLOCKING:
Eastward movements on Main No. 1 track will occupy the long approach circuit, located just east of Route 30, and must approach the interlocking home signal prepared to stop, unless signal displays an indication to proceed.
Eastward Trains, Dyer Automatic Interlocking, MP 31.5, Eastern Subdivision:
n effort to avoid excessive activation of the 4 highway grade crossings, Dyer, Eastward movements on Main No. 2 Track, receiving less than a Clear Signal Indication at Block Signal No. 1046, must stop before passing Block Signal No.1046. After stopping, crew must communicate with the Joliet Dispatch Center. Upon ascertaining that there is no conflicting train movement at Dyer Interlocking movement may continue past Block Signal No. 1046 being governed by interlocking signal indication and/or time release procedure accordingly.

ES-10 AIRPORT ROAD DETECTOR:
A combination hot box, hot wheel and dragging equipment detector is located at Airport Road, Milepost 33.6. For instructions concerning its operation see the instructions for the detector at Renwick Road, WS-2.

ES-11 HARTSDALE:
Train movements will control the home signals at the NS, EJ&E Interlocking at Hartsdale.

Trains occupying the long approach circuits will clear the home signals except when a conflicting movement is being made. If there is a conflicting movement (on NS) and the EJ&E has occupied the long approach before NS, the signal will go to stop nine (9) minutes after the long approach was occupied. If there is no conflicting movement within the nine (9) minute period, the signal will continue to indicate a proceed indication. However, if a NS train occupies their approach after the nine (9) minutes has expired, but before the EJ&E occupies the reclear circuit, the signal will go to stop. Therefore, trains occupying the long approach circuit for more than 9 minutes must approach the interlocking prepared to stop until the movement occupies the reclear circuit within 250 feet of the interlocking signal.

The long circuits for westbound movements starts just west of number 3 crossover, Griffith. The long circuits for eastbound movement starts just east of the CSX diamond, Dyer.

After a movement has occupied the reclear circuit and the home signal still displays a stop indication, the following procedure must be followed:

A member of the crew must proceed to the cross line and ascertain by sight and hearing that no immediate conflicting movements are evident.

The control buttons for the EJ&E interlocking routes are located in the same box in the northeast quadrant of the interlocking.

If red indicator is lit, push the control button. If the white indicator comes on and the interlocking signal does not indicate proceed, the crew member operating the control button will signal the train to proceed.

If the red and white indicators are both lit and a proceed signal is not displayed, the crew member observing the red and white indicators will signal the train to proceed.

If red indicator is not lit, wait two minutes before pushing the control button. After pushing the control button, after four minutes the red and white indicators should light and a signal to proceed should be displayed. If red and white indicators are lit and signal to proceed is not displayed, crew member observing the red and white indicators will signal the train to proceed.

If white indicator does not light or signal is not displayed to proceed, move train past signal and occupy track section between signal and cross line, stopping clear of the cross line. Wait five (5) minutes; at the end of five (5) minutes if no train is seen or heard proceed through interlocking.

NOTE: BOX MUST BE LOCKED AFTER USE!

If red indicator is not lit that is an indication that a signal on the cross line is displaying a proceed indication.

ES-12 GRIFFITH:
Train crews must communicate to the Dispatch Center for Griffith interlocking prior to advancing beyond 40th Place unless train length will permit without blocking road crossings.

The connection located West of Main Street from No. 1 Track and the Main, previously outside interlocking are within interlocking limits and protected by hand operated electric lock switches at either end lined for Main track movement. Attempt to operate these switches must not be attempted without first securing authority from the Joliet Dispatch Center. When necessary to use the connection for the diverging route and after the release mechanism is activated by the Joliet Dispatch Center the switches may by operated to the desired position.

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Upon completion of movement the switches must be restored for Main Track movement with the Dispatch Center notified unless otherwise directed by the Train Dispatcher.

INTERLOCKING-REMOTE CONTROLLED – VAN LOON

ES-13 VANLOON:

When a train or engine is stopped by a STOP indication at a home signal, a member of the crew will immediately communicate with the Norfolk Southern control operator at Fort Wayne, Indiana, for authority to proceed.

ES-14 VAN LOON:
Trap circuit will be set if an NS movement starts through the interlocking and reverses direction before crossing diamond. This action will cause all signals, NS and EJ&E, to remain at stop until the trap circuit is reset.

A trap circuit will be indicated by an illuminated light inside the box and by an OS light on the Fort Wayne Traffic control board.

To clear a trap circuit a joint-access push-button box is located southwest of the diamond near the bill box. This box is to be unlocked and push-button inside actuated only at the direction of the Fort Wayne Dispatcher. After actuation of push-button a three (3) minute timer will run before the trap circuit is reset.

LAKEFRONT LINE (South Chicago to Kirk Yard)

LF-1 CSL
A train or engine receiving a STOP indication at the Chicago Short Line Interlocking at 94th Street and finding the crossing unoccupied, a member of crew will depress a push button located in housing marked EJ&E. If signal indication does not authorize movement to proceed after two (2) minutes, be governed by Rule 9.12.3.

LF-2 CSX - MARKS
A train or engine receiving a STOP indication at the CSX Interlocking, Indiana Harbor and finding crossing unoccupied, member of crew will depress button located in locked housing on relay cabin at the crossing. Push button must be held until light is lit. If signal indication does not authorize movement to proceed after two (2) minutes, be governed by Rule 9.12.3.

Push buttons are also located on short pole adjacent to dwarf signal and on the mast of high signal for the purpose of receiving a signal to return to your train.

LF-3 IHB – INTERLOCKING – MICHIGAN AVENUE

The interlocking is remotely controlled from NS Hick Tower.
When a train or engine is stopped by a STOP indication displayed by a home signal, a member of the crew will immediately communicate with the NS Control Operator at Hick Tower for authority to proceed.

LF-4 STOCKTON No. 1 – INTERLOCKING
When a train or engine is stopped by a STOP indication displayed by a home signal at the Stockton No. 1 Interlocking, a member of the crew will immediately communicate with the Dispatcher's Office for authority to proceed.

LF-5 CENTER/ LEHIGH ROAD CROSSINGS:
All train crews must report to the EJ&E Kirk Yard Yardmaster, the times in which the Center Road Crossing is occupied. The instruction applies to both the Lakefront Main and the Edgemore Lead. The report will include the time the crossing is initially occupied as well as the time in which the crossing is cleared.

The Kirk Yard Yardmaster will be responsible for recording Center Road crossing occupation by train crews upon the appropriate form.

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CALUMET DISTRICT (Cavanaugh No. 2 to whiting)

CD-1 WHITING LINE
The Whiting Line and tracks connected therewith are considered the Calumet District. Movements on these tracks will be governed by Operating Rule 6.28.

CD-2 REMOTE CONTROL AREA
The entire Calumet District on the EJ&E including all tracks connected therein in which the EJ&E operates is designated as a “Remote Control Area”.

EJ&E operations within this territory may be operated in Remote Service. EJ&E rules require similar, if not the same operating rule requirements in remote operation within a Remote Area as those required under conventional operation to include the requirement for shove movement (point) protection.

Personnel operating/working within a designated “Remote Control Area” are advised that locomotive cabs may not be occupied.

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GENERAL SPEED RESTRICTIONS

AT NO TIME SHALL THE SPEED OF A TRAIN EXCEED FORTY-FIVE (45) MILES PER HOUR.

Through crossovers, unless otherwise instructed.....10 MPH

All movements through turnouts unless otherwise instructed.....20 MPH

Unit trains of coal/ore loaded in100-ton hoppers.....35 MPH

All yard tracks on the EJ&E, unless otherwise specified.....10 MPH

Temperature above +90 degrees F (1000-2200 hours).....35 MPH

Temperature below -20 degrees F.....30 MPH

ORE MOVEMENT

The conductor of trains handling three or more cars of ore, coupled together, loaded in ore hoppers approximately 22 feet in length must advise the engineer the number and location in train of such cars.

Loaded cars maximum speed.....35 MPH

Empty cars maximum speed.....40 MPH

Bridges 198 and 198 1/2 over Des Plaines River and BNSF track, East Joliet.....10 MPH

Bridge 286 near MP-30, Dyer.....20 MPH

Bridge 739 over NS tracks East of Cavanaugh…….. … 20MPH

The above speeds are MAXIMUM and must be reduced when conditions require.

MAXIMUM SPEED OF ALL TRAINS

All sidings except Frankfort, Normantown, and West Chicago or otherwise specified…….. 10 MPH

WESTERN SUBDIVISION

Between Bradley Road and interlocking Upton, leading end of movement.....30 MPH

Barrington, through interlocking limits.....40 MPH

Barrington, UP East Wye.....05 MPH

Munger, on track leading to CN receiving track.....10 MPH

West Chicago, through turnouts east and west end of siding.....30 MPH

West Chicago, Washington Street until leading end of movement occupies crossing.....30 MPH

BNSF east and west wyes.....10 MPH

ILLINOIS RIVER LINE

Illinois River Line.....25 MPH

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EAST JOLIET

When yarding train into the North yard from Jackson Street Bridge until rear of train is in the clear at the south end of yard.....05 MPH

Span over bridges, Bridge Junction.....10 MPH

EASTERN SUBDIVISION

North Rowell Avenue until leading end of movement occupies crossing.....40 MPH

Frankfort, thru turnouts east and west end of siding.....30 MPH

Matteson: wye track.....05 MPH

Chicago Heights, east leg of wye.....10 MPH

Chicago Heights, lead east end of Union Pacific East yard.....05 MPH

Chicago Heights, west lead to CHTT yard.....05 MPH

Between Euclid Avenue and East End Avenue No. 1 and No. 2 main tracks.....30 MPH

Bridge 276, Butler Street, Chicago Heights, all trains except lite locomotives and empty unit trains.....20 MPH

Dyer, No. 2 Main Track Eastward Movements between block signal 1046 and West end of interlocking limits with leading end of movement.....25 MPH

Griffith: Over diamonds for length of train.....25 MPH

Griffith: CN Wye.....10 MPH

Between Cavanaugh and CLSE Wye on both main tracks.....35 MPH

Between CLSE Wye and Kirk Yard Junction on both main tracks.....25 MPH

City Track Bridge 75.....10 MPH

CALUMET DISTRICT

Whiting line.....10 MPH

Between Gary Avenue and the absolute signal Cavanaugh 1 on the East Wye..... 20 MPH

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LAKE FRONT LINE

Lake Front Line: maximum speed.....25 MPH

South Chicago: Bridge 710.....10 MPH

Between Kirk Yard Junction and Stockton No. 1.....20 MPH

CLS&E Wye.....10 MPH

Center Road MP-10.19.....20 MPH

Lehigh Road MP-10.30.....20 MPH

IHB crews must secure permission from EJ&E Yardmaster (AAR Radio Channel 10-10) prior to occupying EJ&E Edgemore Lead. Additionally, crews occupying Center Road (MP-10.19) and/or Lehigh Road (MP-10.3) Crossings for periods exceeding ten (10) minutes must report, in detail, circumstances surrounding the blockage to the EJ&E Yardmaster. Crews must report all crossing activation times, regardless of duration, to EJ&E Yardmaster.

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NOTES

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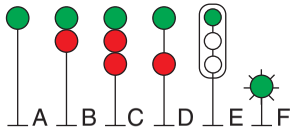
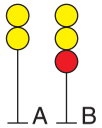
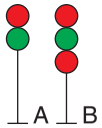
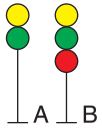
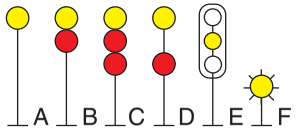
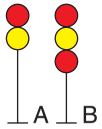
EJ&E SIGNAL ASPECTS AND INDICATION

RULE	ASPECTS	NAME	INDICATION
281		CLEAR	Proceed.
282		ADVANCE APPROACH	Proceed preparing to stop at second signal.
283		DIVERGING CLEAR	Proceed through diverging route observing authorized speed through turnoute(s) or crossover(s) at prescribed speed.
284		APPROACH DIVERGING	Proceed approaching next signal prepared to enter turnout(s) or crossover(s) at prescribed speed.
285		APPROACH	Proceed prepared to stop at next signal.
286		DIVERGING APPROACH	Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s) prepared to stop at next signal.

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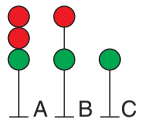
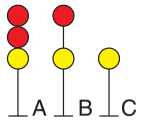
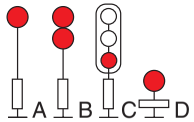
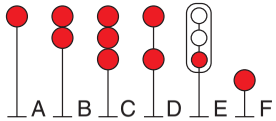
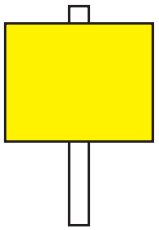
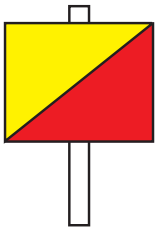
EJ&E SIGNAL ASPECTS AND INDICATION

RULE	ASPECTS	NAME	INDICATION
287		SLOW CLEAR	Proceed Slow speed not exceeding 20 MPH within interlocking limits or through turnout(s).
290		RESTRICTING	Proceed at RESTRICTED SPEED, not exceeding 20 MPH.
291		RESTRICTED PROCEED	Proceed at RESTRICTED SPEED, not exceeding 20 MPH.
292		STOP	Stop.

SLOW BOARDS
(See Rule 5.4)

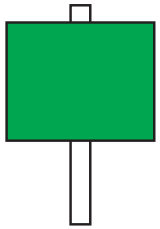


YELLOW FLAG



YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT

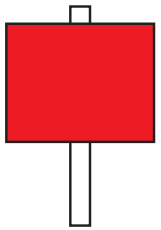
RESUME



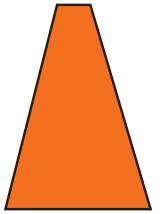
GREEN FLAG

STOP BOARDS

R.R. CROSSING 400 FEET



RED FLAG



RED/ORANGE CONE

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EJ&E CORA MAPS

EJ&E CORA maps have been developed with Track Warrant Control main-line authority in mind. Maps start at Waukegan and continue thru to Kirk Yard and from Kirk Yard to South Chicago. For track warrant purposes there are only two directions (East and West) on the EJ&E with Waukegan being the West most station and Kirk Yard being the East most station (South Chicago is also West). Station names and footage of sidings, where sidings are present, are distinguishable at a glance. The limits of Track Warrant Control main-line authority (TWC), Automatic Block Signal (ABS), Centralized Traffic Control (CTC) and Yard Limits (YL) are shown on the left side of the maps. Mile post locations of major physical characteristics (interlockings, turnouts, siding switches, spring switches, crossovers, etc) and limits of TWC, ABS, CTC and YL are marked. Milepost locations for the Main Line from Waukegan to Kirk Yard are numbered from Joliet in both directions. Railroad interchanges and interlockings are marked with the corresponding radio frequencies used to contact the control operator of manual interlockings.

On the page opposite each map is a listing of the road crossings for the area covered by that map, to be used in assisting crews in determining mile post locations.

EJ&E Track Warrant Control is computer aided. Unique track warrant locations are identified by notations such as WSD, IRL, ESD, NO1, NO2, and LF1.

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EJ&E RAILWAY CROSSINGS WAUKEGAN to MUNGER – MAIN LINE

Street Name	MP No.
(Waukegan)	
Greenwood Avenue	74.81
Dahringer Road	74.15
Clayton Street	73.20
Madison Street	73.11
Washington Street	73.00
North Water Street	72.85
Pvt Crossing Lk Shore Foundry	72.15
Pvt Crossing AS&W Co	71.97
22nd Street	69.75
Morrow Avenue	69.60
Pvt US Navy Fire Crossing	69.32
Buckley Road	69.00
(Upton)	
Telegraph Road	66.42
(Rondout)	
Rockland Road SR 17	65.74
Arcadia Road	65.64
Bradley Road	65.06
Old School Road	63.86
Saint Marys Road	63.33
Milwaukee Avenue SR 21	62.20
(Leithton)	
Butterfield Road	60.42
Lake Street	59.13
SR 60 and 83	59.02
McHenry-Gilmer Road	56.91
Old McHenry Road	55.44

Street Name	MP No.
(Lake Zurich)	
Oakwood Drive	54.73
Main Street SR 22	53.45
Paine Street	53.26
Ela Road	52.36
Cuba Road	51.56
(Barrington)	
Lake Zurich Road	50.42
Northwest Highway US 14	50.11
US 59	49.79
Main Street	49.29
Otis Road	47.90
Penny Road	44.48
Sutton Road	43.97
Shoe Factory Road	41.90
(Spaulding)	
Spaulding Road	37.57
West Bartlett Road	36.95
(Munger)	
Stearns Road	35.68

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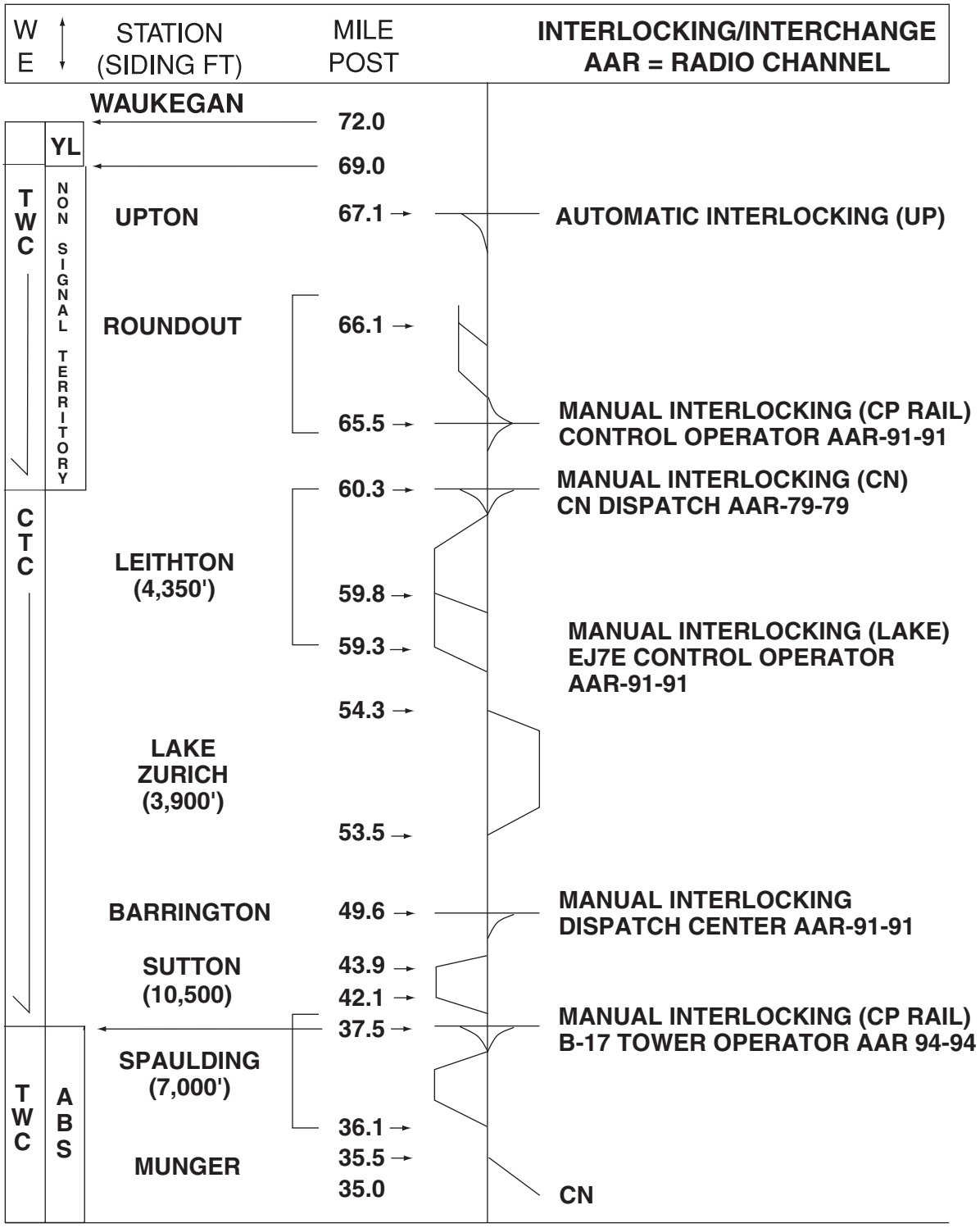

YL = YARD LIMITS

ABS = AUTOMATIC BLOCK SYSTEM

CTC = CENTRALIZED TRAFFIC CONTROL

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EJ&E RAILWAY CROSSINGS MUNGER to EAST JOLIET – MAIN LINE

Street Name	MP No.
Army Trail Road	33.89
Smith Road	32.94
(West Chicago)	
Hawthorne Lane	30.24
Pvt Crossing W. Chicago Depot	29.29
Pvt Crossing NW Chemicals	28.93
W. Washington Street	28.89
Aurora Street	28.87
Church Street	28.77
George St.-Pedestrian Only	28.61
Ann Street	28.55
Batavia-Warrenville Rd Pvt Crossing to Fermi-Lab	25.64
(Eola)	
Ferry Road	23.67
Diehl Road	22.81
(East Siding)	
Liberty Street	20.63
Oswego Road US 34	19.05
83rd Street	18.19
87th Street	17.68
91st Street	17.03
95th Street	16.20
Pvt Road to Farm House	15.42

Street Name	MP No.
111th Street	14.60
Ferguson Road	13.59
Private Road Hicks Gas	13.09
Normantown Road	12.91
Private Road to Farm House	12.74
Chapins Road	12.56
Pilchers Road/135th Street	11.44
(Walker)	
Van Dykes Road	10.59
143rd Street	10.33
Naperville Road	9.61
SR 126	9.53
Center Street	9.41
Eastern Avenue	9.28
Lockport Street	8.99
Renwick Road	7.61
Essington Road	6.87
Division Street	6.05
Gaylord Road	5.56
(Bridge Jct.)	
Oakland Avenue	3.20
(East Joliet)	
Woodruff Road	0.81

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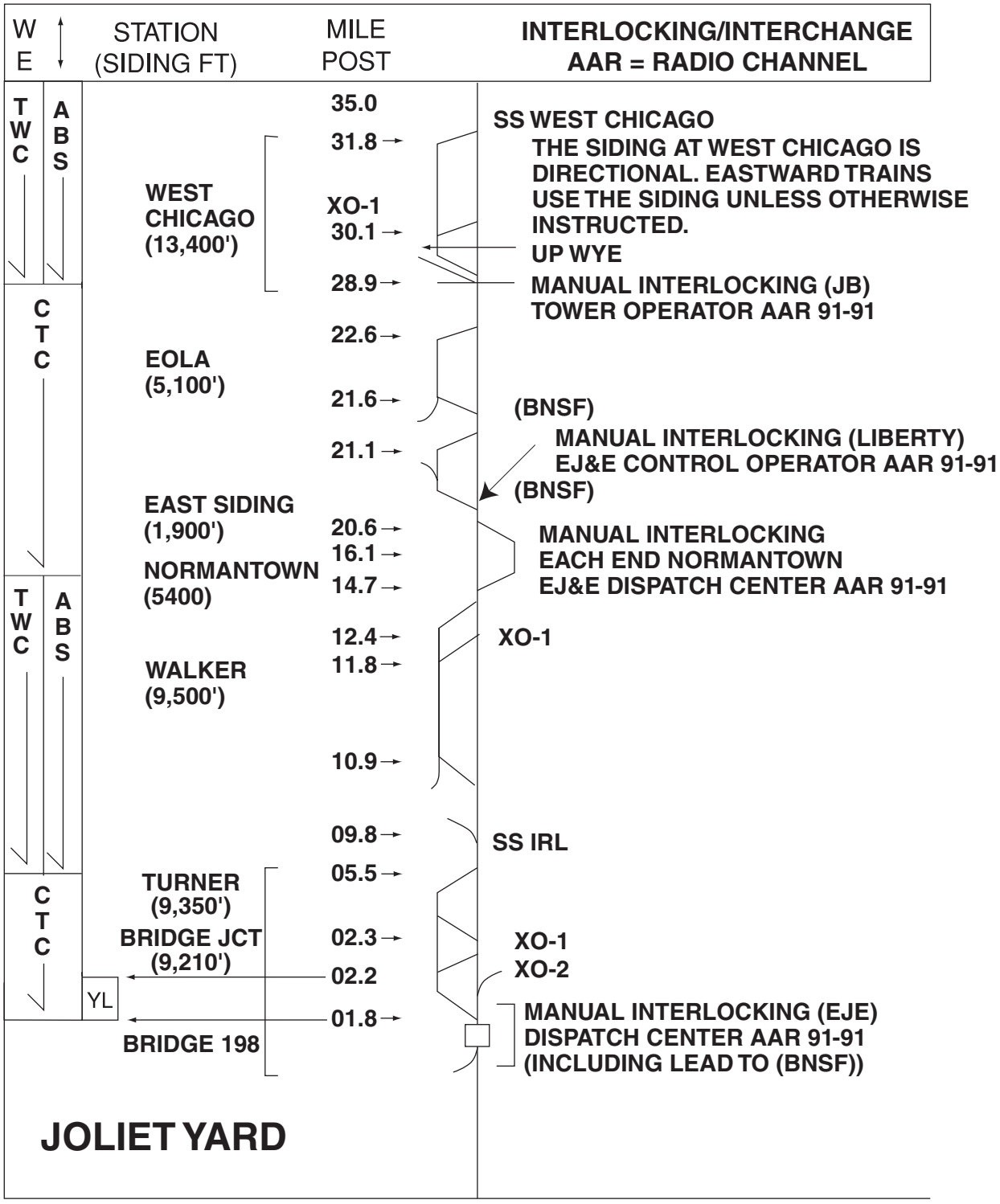

SS = SPRING SWITCH

YL = YARD LIMITS

ABS = AUTOMATIC BLOCK SYSTEM

CTC = CENTRALIZED TRAFFIC CONTROL

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EJ&E RAILWAY CROSSINGS EAST JOLIET thru MATTESON – MAIN LINE

Street Name	MP No.
Washington Street	0.95
North Rowell Avenue	1.80
Mills Road	2.50
South Rowell Avenue	2.86
Country Club Road	3.15
Briggs Street	4.22
Cherry Hill Road	5.00
Gougar Road	6.00
Nelson Road	7.00
South Cedar Street	8.00
Private Crossing	8.39
Spencer Road	9.24
Schoolhouse Road	10.00
(Frankfort)	
116th Street (Bobzin Road)	11.49
Wolf Road	12.00
Center Street	14.05
Old Sauk Trail	14.83
Pfeifer Road	15.06
Harlem Avenue	17.06
(Matteson)	
Ridgeland Avenue	18.07
Central Avenue	19.07
Cicero Avenue	20.12
Private Crossing (Maple Street)	21.42
Main Street	21.61

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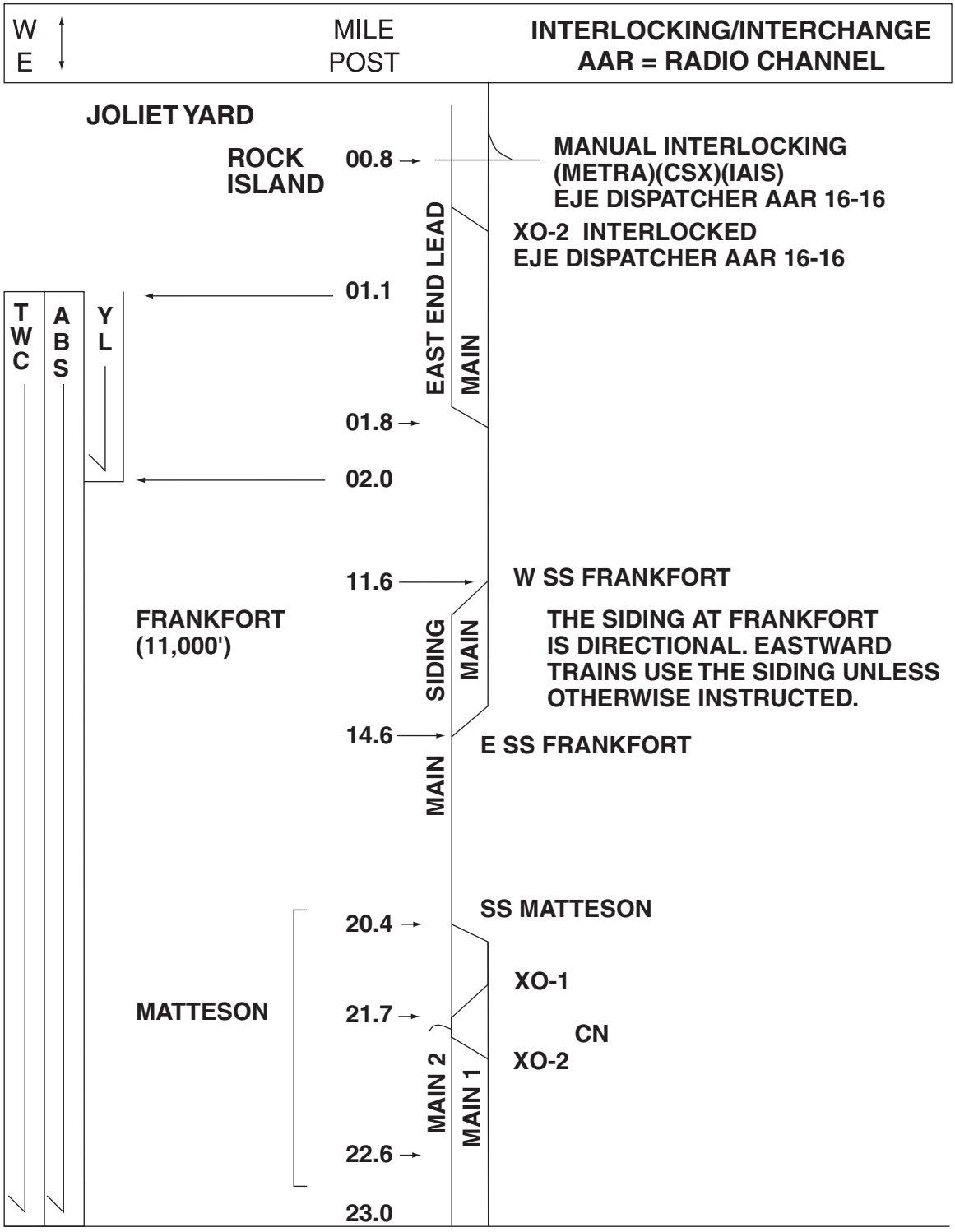

YL = YARD LIMITS

ABS = AUTOMATIC BLOCK SYSTEM

SS = SPRING SWITCH

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EJ&E RAILWAY CROSSINGS CHICAGO HEIGHTS thru GRIFFITH MAIN LINE

Street Name	MP No.
(Chicago Heights)	
Western Avenue	23.12
Euclid Avenue	24.63
Chicago Road	24.91
Halsted Street	25.04
East End Avenue	25.19
Wentworth Avenue	25.92
State Street	26.16
Cottage Grove Avenue	27.17
(Dyer)	
Torrence Avenue	29.18
Lincoln Highway	30.69
Lake Street	30.96
Hart Street	31.10
(Hartsdale)	
Airport Road	33.66
Kennedy Avenue	34.36
(Griffith)	
Lake Street	36.77
Miller Street	36.89
Elm Street	37.02
45th Avenue	37.52
40th Place	38.11

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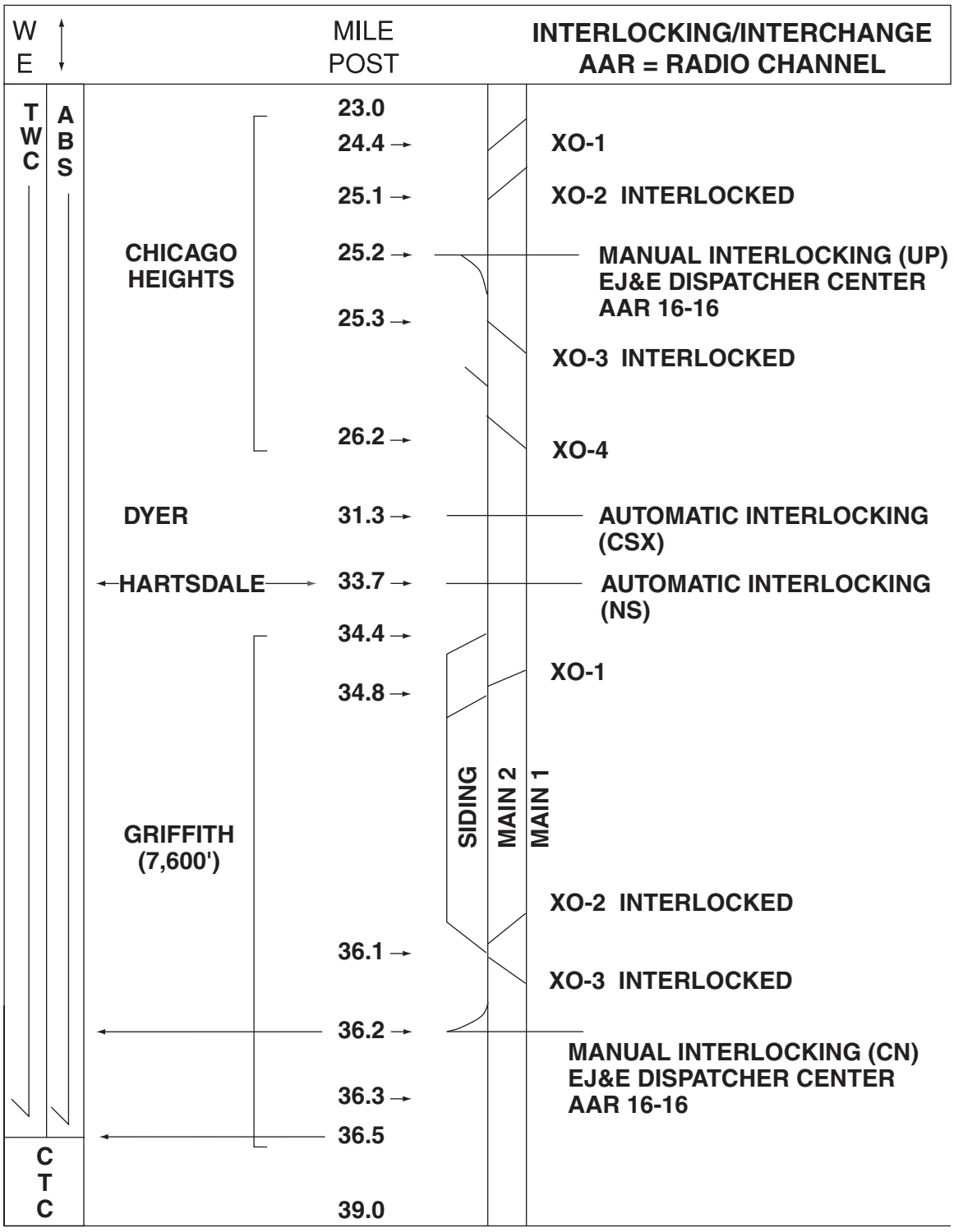

ABS = AUTOMATIC BLOCK SYSTEM
CTC = CENTRALIZED TRAFFIC CONTROL

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EJ&E RAILWAY CROSSINGS GRIFFITH to KIRK YARD – MAIN LINE

Street Name	MP No.
Van Loon)	
Black Oak Road (Private)	39.68
West 25th Avenue	40.03
(Ivanhoe)	
West 15th Avenue	41.03
West 9th Avenue	41.52
West 5th Avenue US 20	41.97

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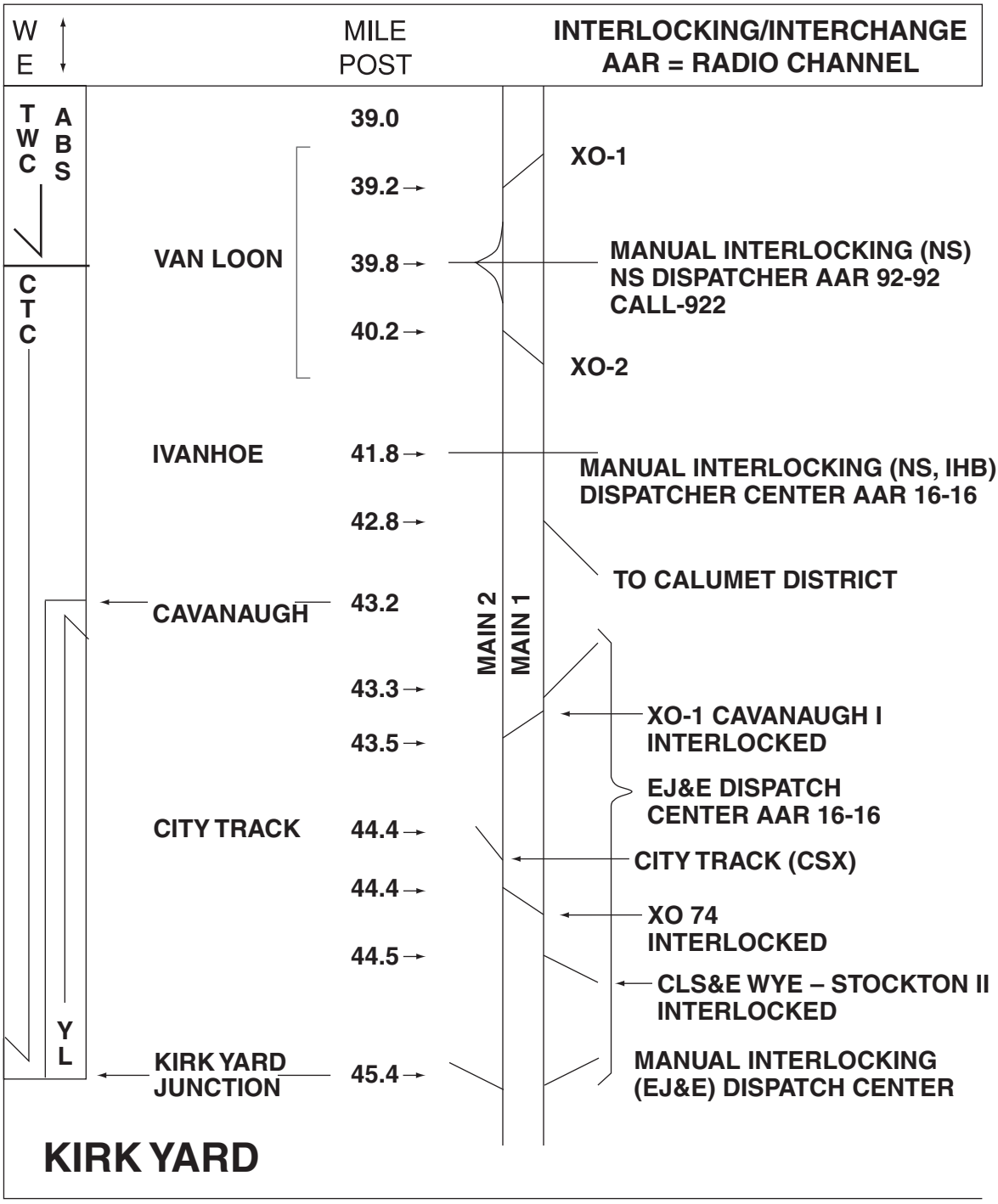

YL = YARD LIMITS

CTC = CENTRALIZED TRAFFIC CONTROL

ABS = AUTOMATIC BLOCK SYSTEM

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EJ&E RAILWAY CROSSINGS SOUTH CHICAGO to KIRK YARD – MAIN LINE

Street Name	MP No.
(South Chicago)	
Pvt Crossing to Illinois Scrap	1.40
95th Street	1.83
98th Street	2.20
99th Street	2.33
100th Street	2.46
(Hammond)	
Calumet Avenue	4.36
Lake Street	4.60
(Whiting)	
117th Street	5.51
Front Street	5.83
(Buffington)	
Center Rd. Crossing-Pvt Road	10.19
Lehigh Rd. Crossing-Pvt Road	10.30
(Gary)	
Clark Road	11.86

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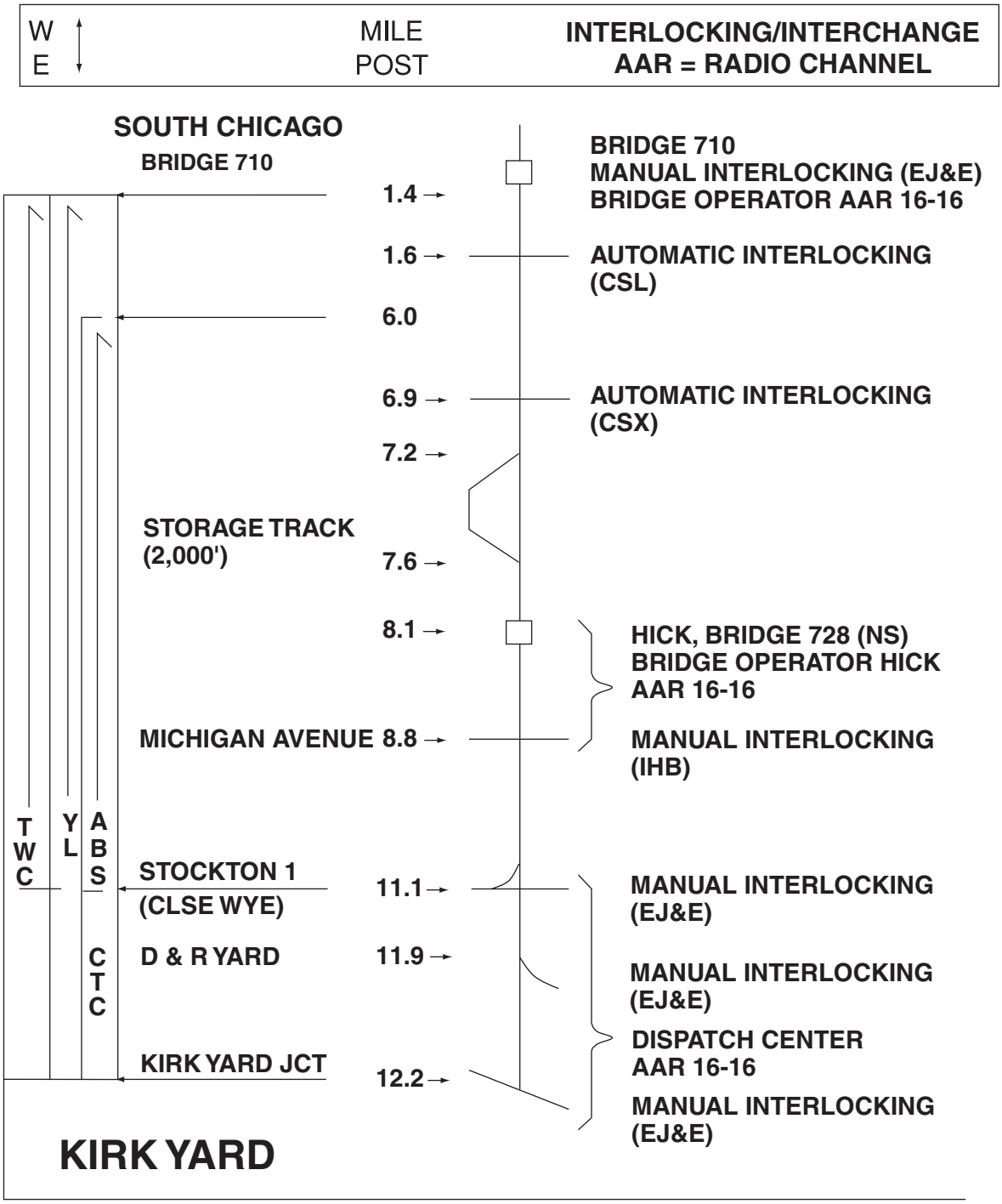

YL = YARD LIMITS

CTC = CENTRALIZED TRAFFIC CONTROL

ABS = AUTOMATIC BLOCK SYSTEM

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Notes

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INDIANA HARBOR BELT

The Definitions and Rules Listed Apply to Operating in the Chicago Area
The IHB is governed by NORAC Operating Rules except as modified herein.

SPECIAL INSTRUCTIONS

TIME: The Indiana Harbor Belt Railroad uses the 24 hour clock in the Central Time (CT) Zone

BULLETIN ORDERS

Crews and employees in charge of on-track equipment must have a copy of each Indiana Harbor Belt Railroad Bulletin Order in effect with them while on duty.

Effective 0001 CT, on the first Sunday of each month, a Summary Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect, sequence number prefixed by letter S.

IHB DAILY OPERATING BULLETIN

A Daily Operating Bulletin will be issued effective 0600 CT daily. Before occupying the IHB Railroad, train crews or employees in charge of on-track equipment must possess a copy of the current Daily Operating Bulletin (DOB). These employees must contact the train dispatcher to verify the current DOB and obtain any additional information or restrictions affecting the movement of their train or equipment. Instructions and definitions governing a Bulletin Order are applicable to the Daily Operating Bulletin.

CREW QUALIFICATIONS

Crews not qualified to destination must so notify the IHB Dispatcher before entering the IHB Railroad.

ROUGH TRACK

Rough track conditions must be immediately reported to the train dispatcher.

RADIO LOCATION AND MONITORING

Trains operating over the Indiana Harbor Belt Railroad that are equipped with Indiana Harbor Belt Radio Channels will monitor and transmit on the following AAR channels when operating in territories controlled by employees listed below:

IHB Employee	AAR Display
IHB East Train Dispatcher	25
IHB West Train Dispatcher	58
Blue Island Yardmaster	58
Gibson West End Yardmaster	95
Blue Island Hump Yardmaster	97

RADIO SYSTEM

To contact the train dispatcher by radios equipped with touch tone pad, press 5 to access IHB Dispatcher. For emergencies, press 911.

TRAIN DISPATCHING TERRITORIES

IHB EAST DISPATCHER (Channel 25) controls the following territory:

IHB Main line
CP Ivanhoe to Ashland Avenue.
Gary & Western No. 3 and 4 CP Ivanhoe to CP Gibson.

Kankakee Line
Between CP 502 and Osborn (NS Crossing).

Calumet City Industrial
Between and including CP North Stateline and CP Stateline.

Running Tracks
Listed on page IHB-14

Blue Island Industrial Tracks No. 1 and 2 School Street to Ashland Avenue.

Phone: 708-832-2087.
Fax: 708-832-2134.

Form D numbering sequence: H 101 to H 199 *

IHB WEST DISPATCHER (Channel 58) controls the following territory:

IHB Main line
Ashland Avenue to Tower B-12 (CPR)

Blue Island Industrial Tracks Nos. 1 and 2 Ashland Avenue to CP Harvey.

Argo Industrial Track

No. 21 Track CP Mc Cook to CP Hill.

Phone: 708-832-2165
Fax: 708-832-2137.

Form D Numbering Sequence: H 201 to H 299 *

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* Note: The letter "H" Will precede all Form D numbers and begin with the sequence shown above.

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Radio Channel Coverage

All IHB territory east of CP Grove will operate on AAR Channel 25-25 including the IHB East Train Dispatcher, Grasselli Tower, Calumet Tower and Michigan Avenue Yardmaster.

Gibson Yard conducts all switching and yard operations on AAR Channel 95-95. All other Gibson Terminal Operations use AAR Channel 25-25.

All IHB territory west of CP Grove will operate on AAR Channel 58-58 including the IHB West Train Dispatcher, Dolton Tower, Blue Island Yard and B I Jct.

TELEPHONE NUMBERS

When calling the IHB Operations Center at Calumet City, the following will apply:
From a Gibson extension:(5-xxxx).
From a Blue Island extension and network (SMART or RNX): (8-8-481-xxxx).
From an outside line: (708-832-xxxx).

Telephone Numbers From outside line:

Manager Train Operations.....708-832-2082
From BI and Network.....8-8-481-2082
From Gibson.....5-2082
Asst. Chief Dispatcher.....708-832-2083
From BI and Network.....8-8-481-2083
From Gibson.....5-2083
Conference Desk.....708-832-2130
From BI and Network.....8-8-481-2130
From Gibson.....5-2130
Fax: Train Operations.....708-832-2133
From BI and Network.....8-8-481-2133
From Gibson.....5-2133

1. Foreign railroads, Planning/Operation Centers will contact IHB Operations Center, Manager of Train Operations at extension 2082.

2. Train crews and all others will contact the IHB Operations Center, Asst.. Chief Train Dispatcher, at extension 2083.

3. In case of an emergency either extension may be contacted.

RESTRICTED SPEED

Unless otherwise restricted, maximum speed on running, industrial, siding and yard tracks is Restricted Speed not exceeding 10 MPH.
Exception: When operating on the following tracks trains and engines must be operated at Restricted Speed not exceeding:

No. 3 Running Track CP Gibson to Hohman Interlocking ……15 MPH

No. 3 and No. 4 Running Tracks
Hohman Int to CP Calumet Park..... 20 MPH

Blue Island Industrial Tracks:
No. 1 and No. 2 Industrial Tracks
School Street to CP Harvey.....20 MPH

No. 21 Track
CP McCook to CP Hill.....20 MPH
Except CP Lagrange ……15 MPH

SPECIAL SPEEDS

Trains containing 30 or more cars of coal, ore (except aluminum ore), stone or sand.....30 MPH

Trains with loaded ore cars less than 25 feet in length..... 30 MPH

Trains with Hot Metal Cars on Main Tracks
Loaded……15 MPH
Empty……..... 25 MPH
Through Yard tracks……..10 MPH

EQUIPMENT - WEIGHT RESTRICTIONS

Cars having a gross weight in excess of that listed below must not be operated without specific authority of the Superintendent of Transportation.

IHB Mainline
CP Ivanhoe to B I Junction……. 286,000 lbs.
B I Junction to CP McCook …… 315,000 lbs.
CP McCook to Tower B-12 ……..... 286,000 lbs.

Kankakee Line
CP 502 to Osborn..... 286,000 lbs.

Note: Loaded DM&IR ore cars are restricted to Track 21.

EQUIPMENT - CLEARANCE RESTRICTIONS

Shipments having maximum heights of 20'4" above the top of rail and maximum widths of 10'10" can be accommodated on the IHB Mainline, except as indicated in the table as follows:

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Addison Creek - MP33.9 CN Overhead Bridge at Broadview MP33.9

Track No. 2	Track No. 1	Track 21	West Pass
Width ATR	Width ATR	Width ATR	Width ATR
11'0" 20'4"	11'0" 20'4"	11'0" 20'4"	11'0" 20'4"
11'0" 3'9"	11'0" 4'0"	11'0" 3'0"	11'0" 3'0"
11'0" 3'6"	10'11" 3'6"	10'8" 2'6"	11'0" 2'6"
10'10" 3'0"	10'9" 3'0"	10'6" 1'0"	10'6" 1'0"
10'4" 2'0"	10'4" 2'0"	10'2" 0'3"	10'0" 0'3"
9'10" 1'0"	9'10" 1'0"	9'9"	
9'8" 0'3"	9'8" 0'3"	9'4"	

ATR = Above Top of Rail

West Pass 22nd Street
Equipment exceeding 19 feet in height must not operate on the West Pass between 22nd Street and Broadview.

Kankakee Line
Maximum width permitted on No. 2 Track between Calumet Interlocking and Dickey Road is 11 feet 0 inches.

Argo Industrial Track
Shipments having maximum heights of 20 feet 4 inches above top of rail and maximum widths of 11 feet 0 inches can be accommodated.

Entire IHB Railroad
Shipments exceeding those listed above must be cleared through the Blue Island Clearance Bureau. Unless otherwise specified, all dimensional open-top loads must be run on head-end of train. Conductors of trains handling restricted dimensional shipments must contact the IHB Train Dispatcher for any additional instructions before entering the IHB Railroad.

19. WHISTLE SIGNAL
Within the State of Illinois, except in emergency, enginemen are relieved of sounding engine whistle signal NORAC Rule 19(b) for public crossings that are protected by automatic crossing protection except at the following locations:
IHB Mainline: Indiana Avenue (MP 10.68), Western Avenue (MP13.83), Chestnut Street (MP 38.8).

Crews must sound engine whistle signal NORAC Rule 19(b) highway crossing at grade:
Kankakee Line
161st Street (MP 3.99)
Round House Private Crossing
IHB Main Line
Broadway (MP 14.79).

State of Indiana
Within the State of Indiana, it is necessary to ring engine bell and sound engine whistle signal Rule 19(b) at all crossings. In addition, enginemen will sound engine whistle signal Rule 19(b) when approaching the two Mittal Steel private road crossings at grade located 555 feet and 765 feet south of NS main tracks at CP 502 Indiana Harbor. In the event the whistle and/or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

22. ENGINE LIGHTS
Auxiliary lights must be displayed whenever headlights are required to be displayed brightly.

Headlights must not be extinguished unless a train is left unattended.

104. SWITCHES CONNECTED WITH MAIN TRACK
Hand-operated switches may be left in reverse position when authorized by Form D, Line 13, to "leave switch (or crossover switches) at _____(location) in reverse position." Before the Form D, Line 13, is issued, blocking devices must be applied to interlocking or controlled point signals authorizing movement in the direction of the switch to be left in reverse position.

In ABS 251 territory, a movement against the current of traffic must not be authorized in the direction of the switch (or crossover) left in reverse position without being issued a Form D, Line 13, stating "switch (or crossover switches) at _____ (location) in reverse position. Return to Normal position" or "Leave in reverse position." Form D, line 2, authority must end at or short of the switch left in the reverse position.

A movement must not be authorized in the direction of a switch (or crossover) left in reverse position protected by signal indication in ABS 251 or 261 territories until the Dispatcher notifies the crew of the specific location and track number of the switch (or crossover) left in reverse position. The Dispatcher must instruct the crew to "line the switch (or crossover switches) to normal position" or "leave switch (or crossover switches) in reverse position." Example: "Switch at 82nd Street in reverse position. Line switch to normal position."

When a crew reports to the Dispatcher that a switch (or crossover switches) has been lined to normal position, the Dispatcher must record in red ink on the original Form D the following information:

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1. The number of the Form D which contained the instruction “Return to normal position,” if movement was against the current of traffic.
2. Time switch returned to normal position.
3. Name of employee.

106. SEMI-AUTOMATIC SWITCHES
All semi-automatic switches must be properly lined by hand before use in either direction.

108. UNATTENDED ENGINE
Any engine or engines left unattended in an engine consist or in tow, with or without car or cars attached, must have all hand brakes applied regardless of location. Exception: Engine consists left inside the Blue flag area of the Round House will have only the hand brake on the controlling engine applied.

132. PROTECTION WHEN FOULING OR WORKING ON A TRACK
Roadway Workers use NORAC Rules 133 and 135 when fouling or working on the following Running Tracks:

No. 3 Running between CP Gibson and CP Roundhouse Lead
No. 4 Running between Osborn Jct. and CP Roundhouse Lead
MC Connection Track between CP Roundhouse Lead and CP Mc Conn.
No. 3 between Hohman Interlocking and CP Calumet Park
No. 4 between Hohman Interlocking and CP Calumet Park

138. HIGHWAY CROSSING WARNING
IHB RAILROAD HIGHWAY GRADE CROSSINGS
Kankakee Line

Street Name	MP Loc	Municipality
Dickey Road	0.51	East Chicago, IN
Michigan Avenue	1.12	East Chicago, IN
Chicago Avenue	2.13	East Chicago, IN
148th Street	2.29	East Chicago, IN
149th Street	2.44	East Chicago, IN
151st Street	2.70	East Chicago, IN
161ST Street	3.99	Hammond, IN
165th Street	4.53	Hammond, IN

IHB Mainline

Street Name	MP Loc	Municipality
Sohl Avenue	5.03	Hammond, IN
State Line	5.67	Hammond, IN
Martha Street	7.11	Burnham, IL
Paxton	8.09	Calumet City, IL
Cottage Grove Avenue	9.67	Dolton, IL
Lincoln Avenue	10.3	Dolton, IL
Indiana Avenue	10.68	Riverdale, IL
Thornton Road	13.03	Dixmoor, IL
Seeley Avenue	13.4	Dixmoor, IL
Western Avenue	13.83	Dixmoor, IL
Broadway	14.79	Blue Island, IL
123rd Street	17.28	Alsip, IL
Kostner Avenue	17.60	Alsip, IL
115th Street	18.73	Alsip, IL
Central Avenue	19.89	Chicago Ridge, IL
Ridgeland Avenue	21.31	Chicago Ridge, IL
71st Street	25.83	Bridgeview, IL
East Avenue	29.77	McCook, IL
47th Street	29.8	LaGrange, IL
Cossitt Street	30.33	LaGrange, IL
Lincoln Avenue	30.46	LaGrange, IL
Shawmutt Avenue	30.81	LaGrange, IL
Harding Avenue	31.35	LaGrange Park, IL
31st Street	31.85	LaGrange Park, IL
Chestnut Avenue	38.8	Franklin Park, IL

141. INACCESSIBLE TRACK
Roadway Workers may establish working limits in accordance with NORAC Rule 141 on the Industrial Tracks listed below:

No. 1 and No. 2 Blue Island Industrial Tracks between School St. and CP Harvey.

No. 21 Track between CP McCook and CP LaGrange and between CP LaGrange and CP Hill.

SIGNAL ASPECTS AND INDICATIONS

242. ABSENT OR IMPERFECTLY DISPLAYED SIGNALS
Rule 242 is not in effect for dwarf signals unless all lights in the dwarf signal are out. If this occurs, the signal must be regarded as the most restrictive indication that can be given by that signal. When one or more lights are displayed, their indication will govern.

AUTOMATIC BLOCK SIGNAL SYSTEM
Where NORAC Rules 251 and 261 are in effect, NORAC Automatic Block Signal (ABS) System Rule 500 through 505 apply. The 5 minute waiting period referred to in Rule 500 applies at all locations where hand-operated switch(es) is(are) not equipped with electric lock(s) and Rule 251 or 261 are in effect.

500. ELECTRIC LOCKED SWITCHES
After obtaining permission, the procedure to operate an electrically locked switch is as follows:
1. Unlock switch lock and remove.
2. When light comes on top of lock operate hand throw lever to reverse switch (if light does not come on, wait 7 minutes for light and then try lock.)

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3. After movement through turnout return switch to original position.
4. Depress latch and restore padlock.
5. When on main track move within 50 feet of switch point to release electric lock and proceed with steps 1 through 4.

503. AUTOMATIC BLOCK SIGNAL SYSTEM
Train movements may be made against the current of traffic one train length beyond a home signal of an interlocking or a main track hand operated switch to proceed in the opposite direction, after receiving permission of the train dispatcher or operator, when authorized by the train dispatcher.

950. REPORTING REQUIREMENTS
All crews operating on the IHB Railroad with Foreign Line locomotives with IHB destinations must, before leaving their train, provide the following information:

Fuel Readings of all locomotives in consist, and Status of consist:
1. Is Lead unit equipped to continue as a lead unit and is all equipment functional,
2. Is Rear Unit equipped to be a lead unit and is all equipment functional, which direction is Rear Unit facing,
3. Are any Units tagged non-complying, shut down, or otherwise defective.

Report the above information as follows:

Crews terminating Blue Island contact East End Yardmaster, Blue Island.

Crews terminating Gibson, Calumet City, Calumet Park, and Gary & Western contact West End Yardmaster, Gibson.

Crews terminating Michigan Avenue and Lakefront Yards contact Yardmaster at Michigan Avenue.

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NOTES

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SIGNAL ASPECTS and INDICATIONS

277. General Requirements; Qualifying Features

The signal aspects and indications illustrated in Rules 281 through 297d govern the movements of trains and track cars. Other aspects must not be used unless shown in the CORA Guide with locations, indication, and name.

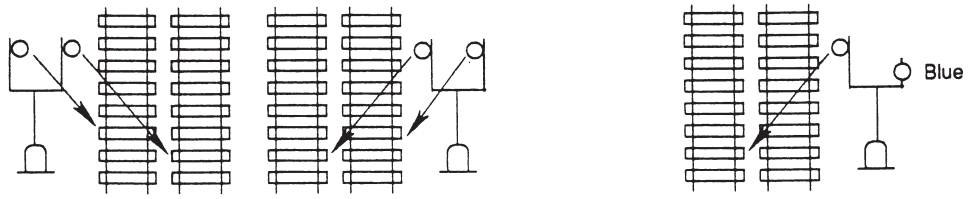
Aspects are shown by one or more of the following methods:

1. The color of lights.
2. The flashing of lights.
3. The shape color or lettering of signs.

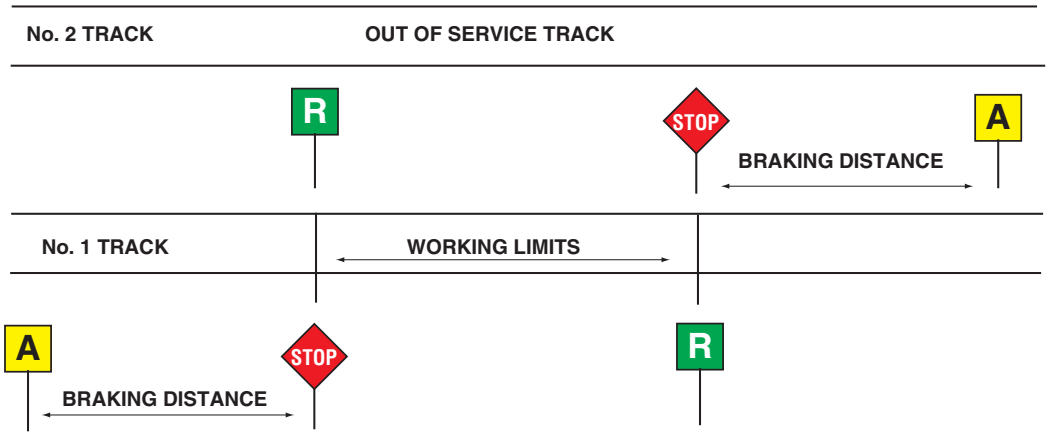
To indicate number plate To indicate flashing

Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left.

Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.



PROTECTION BY STOP SIGNS WHEN AN IN-SERVICE TRACK
IS OBSTRUCTED FOR MAINTENANCE
Placement of Approach, Stop, and Resume Speed Signs
(in reference to NORAC Rule 135)



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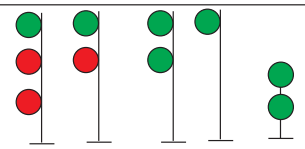
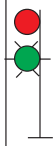
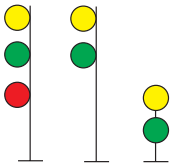
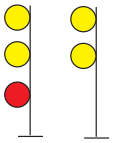
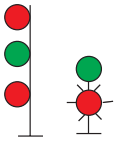
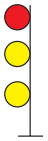
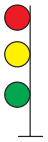
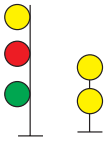
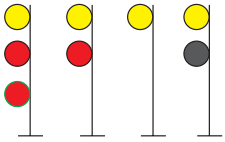
INDIANA HARBOR BELT BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
281		CLEAR	Proceed not exceeding Normal Speed.
281c		LIMITED CLEAR	Proceed at Limited Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
282		APPROACH MEDIUM	Proceed approaching next signal at Medium Speed.
	 Timetable Special Instructions	ADVANCE APPROACH	Proceed prepared to stop at second signal. Train exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes Advance Approach Signal. Same as Rule 282a. Rule 284, figures C and C1 do NOT apply on IHB RR.
283		MEDIUM CLEAR	Proceed at Medium Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
	 Timetable Special Instructions	MEDIUM ADVANCE APPROACH	Proceed prepared to stop at the second signal. Medium Speed within interlocking limits and through turnouts.
283a		MEDIUM APPROACH MEDIUM	Proceed at Medium Speed until entire train clears interlocking or spring switches, then approach the next signal at Medium Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach Medium signal is cleary visible.
284		APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.
285		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must beginreduction to Medium Speed as soon as the engine passes the Approach Signal.

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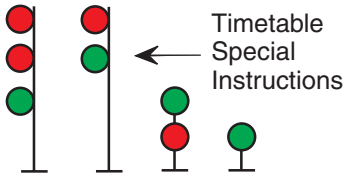
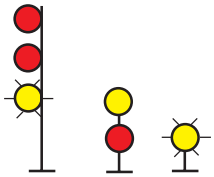
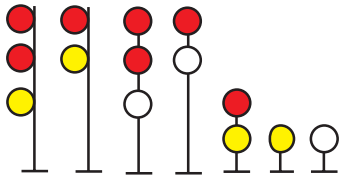
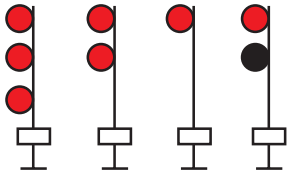
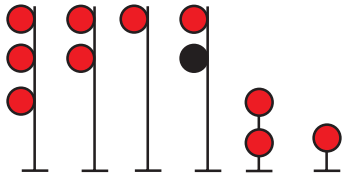
INDIANA HARBOR BELT BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
287		SLOW CLEAR	Proceed at Slow Speed until entire train clears interlocking or spring switches, then proceed at Normal Speed.
288		SLOW APPROACH	Proceed prepared to stop at the next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.
290		RESTRICTING	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered nonsignalled DCS territory.
291		STOP AND PROCEED	Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal or 2. Entered DCS territory.
292		STOP SIGNAL	Stop. Does not convey block or track information
293b		APPROACH CLEAR	Proceed NOTE: Does not convey block or track information.
293c		APPROACH RESTRICTING	Proceed prepared to stop at next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Restricting signal. NOTE: Does not convey block or track information.

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RULE	ASPECTS	NAME	INDICATION
296a		APPROACH SPEED LIMIT SIGN	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
296b		SPEED LIMIT SIGN	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
296c		RESUME SPEED SIGN	Resume speed after the entire train has passed the Resume Speed Sign.
296d		Divirging Approach Speed Limit Sign	If routed to affected track, approach the Speed Limit Sign not exceeding the speed on the Diverging Approach Speed Limit Sign.
297		APPROACH SIGN	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speedas soon as the engine passes Approach Sign.
297a		STOP SIGN	Stop unless permission is received as prescribed by Rule 135.
297d		Diverging Approach Sign	If routed to affected track, proceed prepared to Stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.

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NOTES

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IHB MAIN LINE
CP IVANHOE TO CP GIBSON
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed At/Between:	**MPH**	**Signal Rule**
CP Ivanhoe	30	261
CP Ivanhoe and CP Gibson Single Track	40	261
CP Ivanhoe and CP Gibson tracks 3 and 4	30	261
Except at CP Gibson		
Northeast Wye	15	
Northwest Wye	25	

TRACK LENGTHS BETWEEN:

Single Main CP Ivanhoe and CP Gibson	8,027’
Track 3 CP Ivanhoe and CP Gibson	8,597’
Track 4 CP Ivanhoe and CP Gibson	8,597’

161st STREET AND ROUND HOUSE HIGHWAY CROSSINGS
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for these crossings.

CREW CHANGES AT CP GIBSON
Westward trains stopping to change crews on No.3 Running Track between CP Gibson and CP Round House Lead must stay east of the Round House road crossing while the crew change is made.

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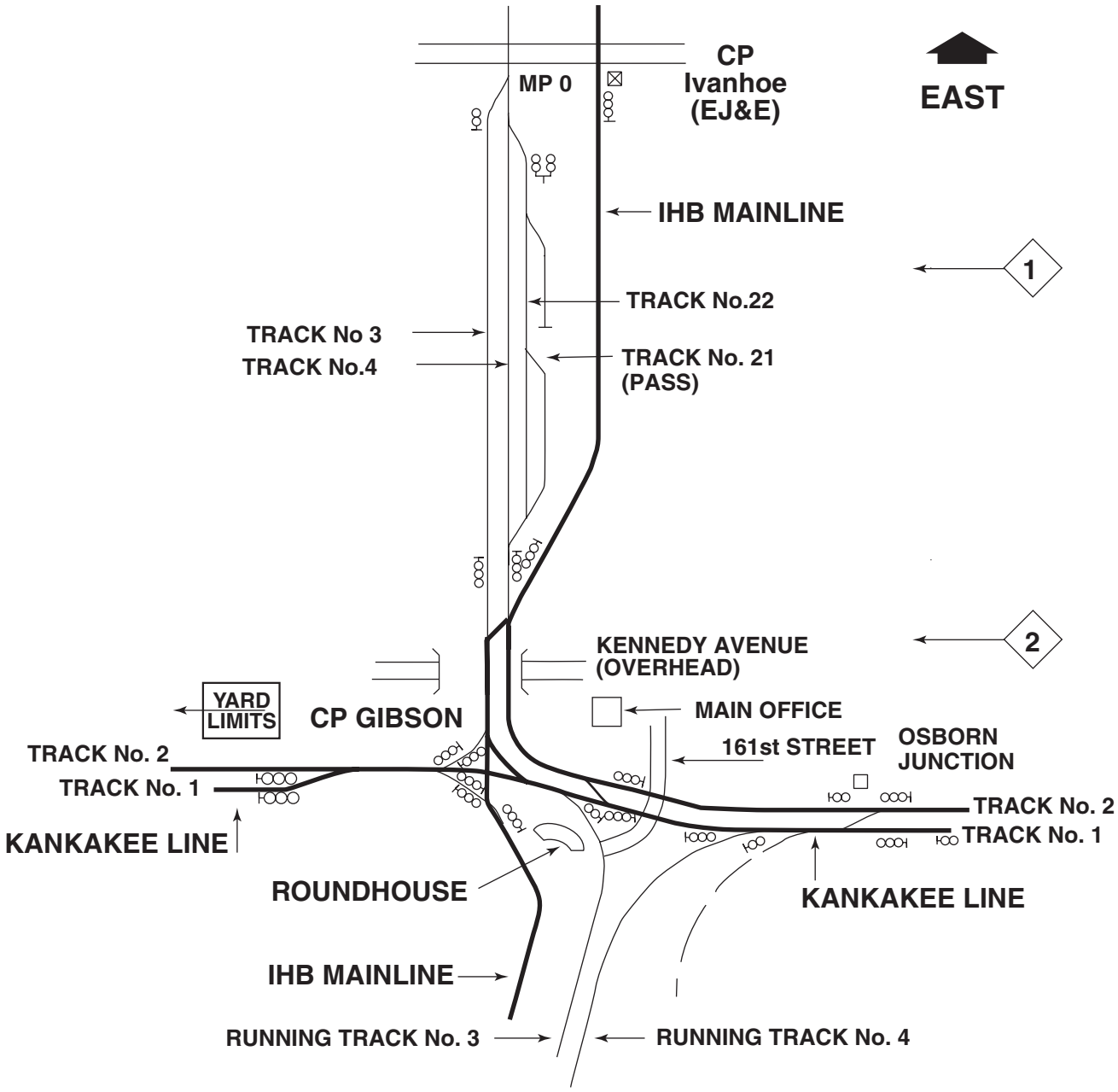
CP
Ivanhoe
(EJ&E)
EAST
MP 0
IHB MAINLINE
1
TRACK No.22
TRACK No 3
TRACK No.4
TRACK No. 21
(PASS)
KENNEDY AVENUE
(OVERHEAD)
2
YARD
LIMITS
CP GIBSON
MAIN OFFICE
161st STREET
OSBORN
JUNCTION
TRACK No. 2
TRACK No. 1
TRACK No. 2
TRACK No. 1
KANKAKEE LINE
ROUNDHOUSE
KANKAKEE LINE
IHB MAINLINE
RUNNING TRACK No. 3
RUNNING TRACK No. 4

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IHB MAIN LINE
CP GIBSON TO HOHMAN INTERLOCKING
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed At/Between:	**MPH**	**Signal Rule**
CP Gibson and Hohman Interlocking……	40……..	261
Hohman Interlocking and CP Calumet Park…….	30……..	261

MOVEMENT ON RUNNING TRACKS AND OTHER TRACKS NOT GOVERNED BY ABS OR INTERLOCKING RULES

No.3 Running between CP Gibson and CP Roundhouse Lead Controlled by IHB East Dispatcher.
No.4 Running between Osborn Jct. and CP Roundhouse Lead Controlled by IHB East Dispatcher.
MC Connection Track between CP Roundhouse Lead and CP MC Conn controlled by IHB East Dispatcher.
No.3 Runner between CP Roundhouse Lead and Hohman Int controlled by Gibson Yardmaster.
Nos. 3 & 4 Running between Hohman Int and CP Calumet Park controlled by IHB East Dispatcher.
4 Lead between Columbia Ave. and Hohman Interlocking controlled by Gibson Yardmaster.

Notes:

1. Eastward trains must contact the Gibson Yardmaster for instructions before passing Sohl Avenue.
2. Westward trains making through movement, CP Roundhouse Lead to Hohman Interlocking must contact the Gibson Yardmaster for instructions to proceed past Columbia Avenue.

TRACK LENGTHS BETWEEN:

No.3 Track between CP Gibson and Howard Avenue……..……7,950 feet
Nos.3 and 4 Tracks between Hohman Interlocking and CP Calumet Park ……..7,450 feet.

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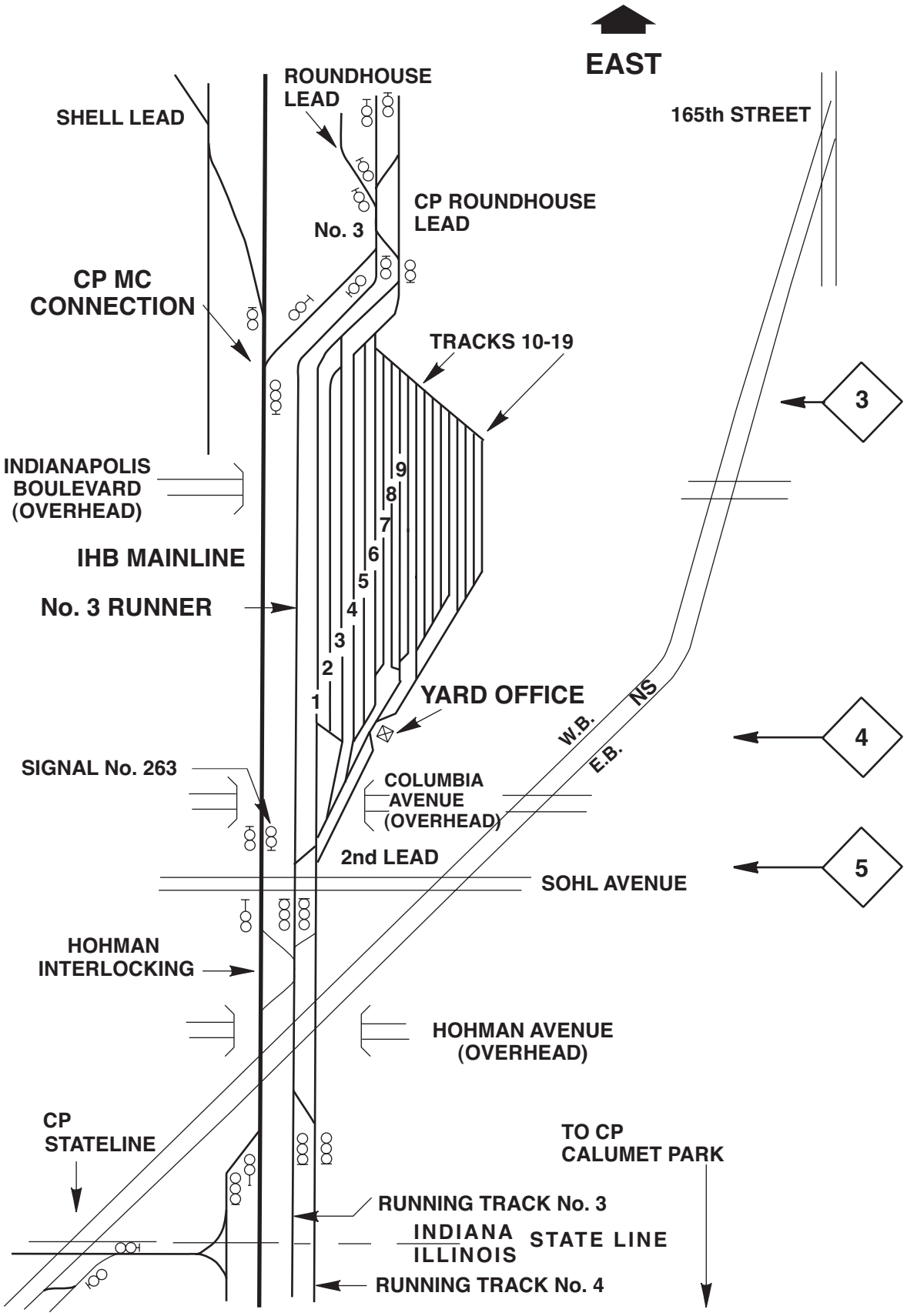
EAST
ROUNDHOUSE LEAD
SHELL LEAD
165th STREET
CP ROUNDHOUSE LEAD
No. 3
CP MC CONNECTION
TRACKS 10-19
3
INDIANAPOLIS BOULEVARD (OVERHEAD)
9
8
7
6
5
4
3
2
1
IHB MAINLINE
No. 3 RUNNER
YARD OFFICE
W.B.
N.S
E.B.
4
SIGNAL No. 263
COLUMBIA AVENUE (OVERHEAD)
2nd LEAD
5
SOHL AVENUE
HOHMAN INTERLOCKING
HOHMAN AVENUE (OVERHEAD)
CP STATELINE
TO CP CALUMET PARK
RUNNING TRACK No. 3
INDIANA
ILLINOIS
STATE LINE
RUNNING TRACK No. 4

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IHB MAIN LINE
CP CALUMET PARK TO DOLTON
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	**MPH**	**Signal Rule**
CP Calumet Park and Dolton No. 1 and No. 2 Tracks	30	261

TRACK LENGTHS BETWEEN:

Tracks No. 1 and No. 2 CP Calumet Park and Paxton Avenue	4,370'
Tracks No. 1 and No. 2 Paxton Ave. and Cottage Grove	7,900'
Tracks No. 1 and No. 2 Cottage Grove and Lincoln Avenue	3,190'

Westward trains in excess of 8,246 feet receiving an approach indication on Signal 81W or 82W, must contact IHB East Dispatcher for instructions before proceeding beyond Paxton Avenue. Eastward trains in excess of 5,095 feet receiving an approach indication on Signal 81E or 82E must contact IHB East Dispatcher for instructions before proceeding beyond Paxton Avenue. Trains must not block Paxton Avenue.

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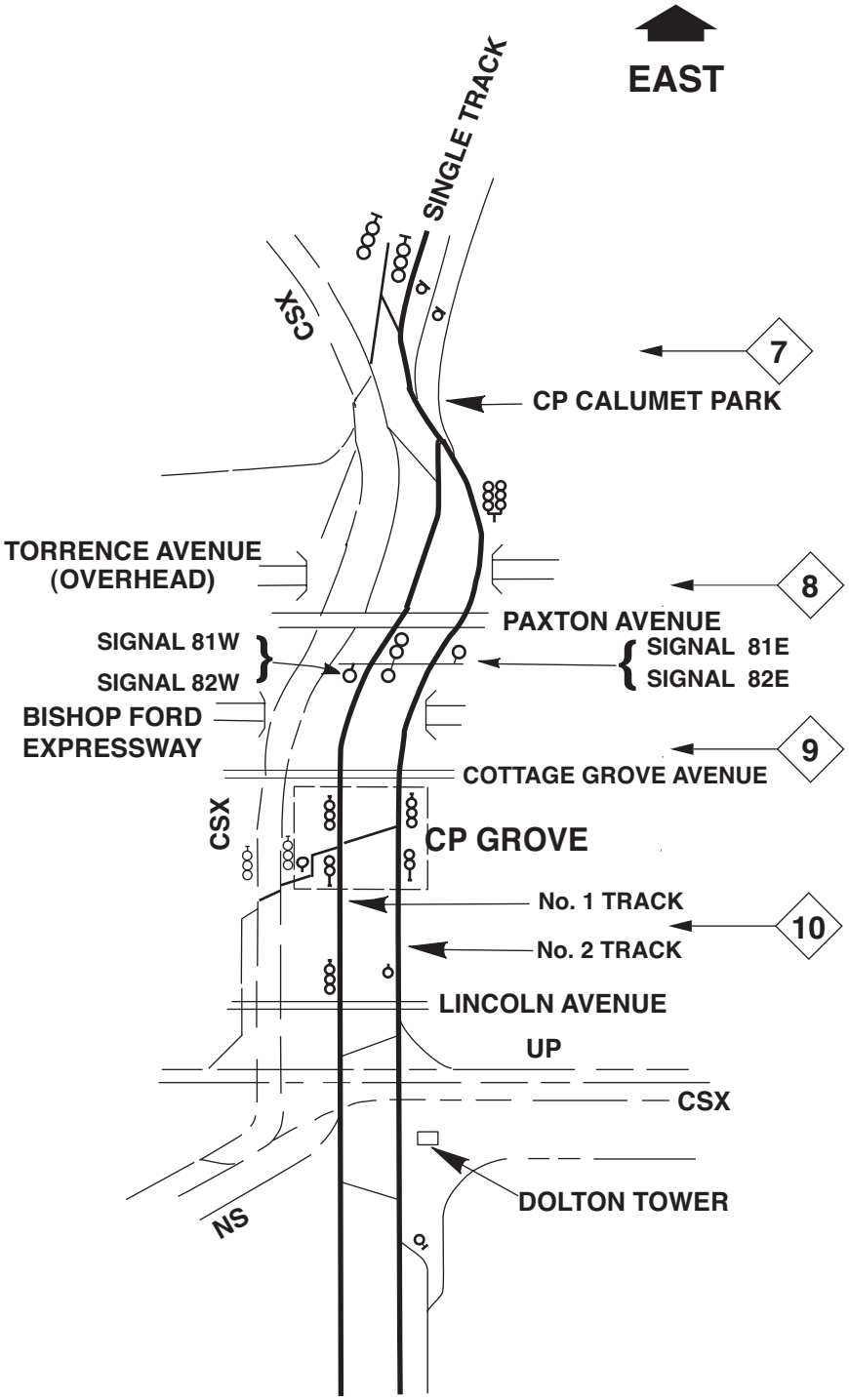
EAST
SINGLE TRACK
CSX
7
CP CALUMET PARK
TORRENCE AVENUE
(OVERHEAD)
8
PAXTON AVENUE
SIGNAL 81W
SIGNAL 82W
SIGNAL 81E
SIGNAL 82E
BISHOP FORD
EXPRESSWAY
9
COTTAGE GROVE AVENUE
CSX
CP GROVE
No. 1 TRACK
10
No. 2 TRACK
LINCOLN AVENUE
UP
CSX
DOLTON TOWER
NS

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IHB MAIN LINE
DOLTON TO SCHOOL STREET
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	MPH	Signal Rule
Dolton and School Street		
No. 1 and No. 2 Tracks	15	261

5 LEAD SWITCH TO UP CONNECTION

Switch machine controlled by Dolton Operator connecting No. 5 Lead to UP Connection at Dolton, east of Indiana Avenue is a dual control switch machine. Switch may be operated by hand when authorized by Operator at Dolton.

INDIANA AVENUE HIGHWAY GRADE CROSSING
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for this crossing.

INDIANA AVENUE CROSSOVERS

Crossover switches connecting 5 Lead with IHB Main Line No. 1 track and No. 2 track may be left in the position last used when directed by the Dolton Operator as authorized by the IHB East Dispatcher. Lite engine movements must restore crossovers used to normal position.

RADIO CONTROLLED YARD SWITCHES

Switches can be operated by radio when tuned to AAR Channel 58-58 by pushing the code number on the DTMF key pad as listed below. Switches respond by radio, identifying switch and stating which track the switch is lined to. Switches also respond by radio when they fail to operate properly.

Switch can also be operated by pushbutton located at the switch machine and, in case of total power failure, by hand operated hydraulic pump. Switches are locked out by a track circuit to prevent operation of switches when occupied by train. Insulated joints defining the limits of this track circuit are designated with yellow paint.

Connecting and		Code	Name
5 Lead	9 Lead	#61	
9 Lead	CN	#63	Highlawn

CONTROLLED SIGNAL SCHOOL STREET

Controlled Signals at School Street are controlled by the Operator at Dolton Interlocking.

CALLING SIGNALS OVER THE RADIO
A crew member on all trains governed by signal indication at School Street will communicate by radio the name of the signal affecting their movement as soon as the signal becomes clearly visible.
Example: “IHB NA3, School Street, track 1 east, Slow Approach, out”.

CLOSE CLEARANCE
School Street and CN overhead bridges-All Tracks
All employees are prohibited from riding on the side of moving equipment in the vicinity of School Street and CN overhead bridges between MP 11.3 and 11.5.

North Yard Tracks 7, 8, and 9
All employees are prohibited from riding on the side of moving equipment in the North Yard on tracks 7, 8, and 9 between Halstead Street and Stewart Avenue.

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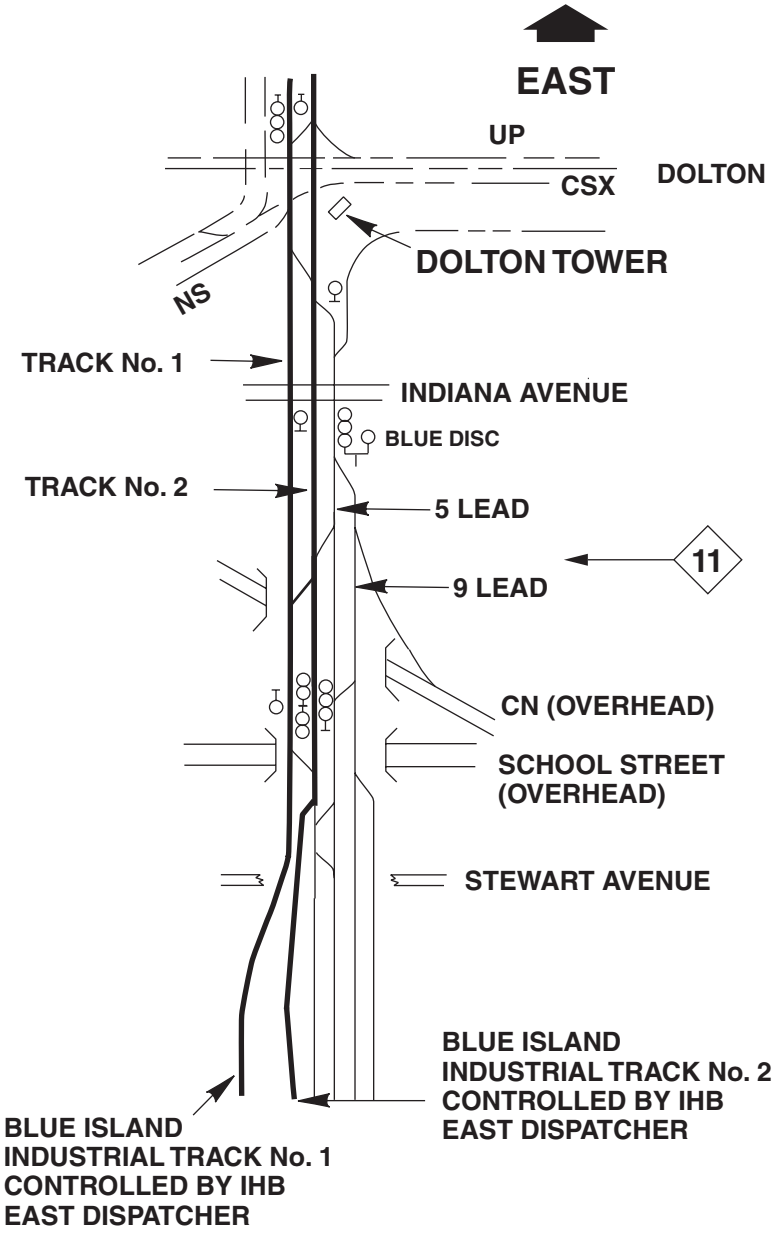
EAST
UP
CSX
DOLTON
DOLTON TOWER
NS
TRACK No. 1
INDIANA AVENUE
BLUE DISC
TRACK No. 2
5 LEAD
11
9 LEAD
CN (OVERHEAD)
SCHOOL STREET
(OVERHEAD)
STEWART AVENUE
BLUE ISLAND
INDUSTRIAL TRACK No. 2
CONTROLLED BY IHB
EAST DISPATCHER
BLUE ISLAND
INDUSTRIAL TRACK No. 1
CONTROLLED BY IHB
EAST DISPATCHER

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IHB MAIN LINE
SCHOOL STREET TO CP HARVEY
BLUE ISLAND INDUSTRIAL TRACKS

Maximum Speed **MPH**

Restricted Speed not exceeding.....20
Seeley Avenue.....15

TRACK LENGTHS BETWEEN:

No. 1 Industrial Track School Street and River Bridge 8,838'

No. 2 Industrial Track School Street and River Bridge 8,731'

Permission to occupy No. 1 and No. 2 Blue Island Industrial Tracks is granted by either signal indication or verbal permission from the following Train Dispatchers:

Between School Street and Ashland Avenue…….. IHB East Dispatcher
Between Ashland Avenue and CP Harvey ……...IHB West Dispatcher

Signal indication at CP Harvey will be the authority for eastward movements to proceed toward School Street. Crews must report clear when instructed by the Dispatcher. NORAC Rule 98 is in effect on these tracks except as modified below between Ashland Avenue and CP Harvey.

School Street
All westward trains instructed to call the East Yard yardmaster at Blue Island must not pass the controlled signal at School Street without first contacting the East Yard yardmaster for instructions.

The Operator at Dolton, when instructing westward trains to call at School Street must specify the employee that the train crew must contact.

All eastward trains approaching School Street on No. 2 Blue Island Industrial Track or from Blue Island Yard must contact the Operator at Dolton for instructions before fouling hand operated switch connecting No. 2 Blue Island Industrial Track to yard lead to No.2 West Yard.

Blue Island
Westward trains or engines must obtain permission from the Blue Island East Yardmaster to enter No. 5 and No. 9 leads at Dolton for movement to Blue Island yard or to the CN Railroad.

Eastward trains or engines must obtain permission from the Blue Island East Yardmaster to enter No. 5 or No. 9 leads for movement east of Stewart Avenue.

Westward train or engines moving westward on Blue Island Industrial Tracks No.1 or No.2 entering Old Engine House or West Yard at Blue Island, must report in clear of Industrial Track to IHB Train Dispatcher.

Blue Island Yard – Hump Lead Radio Controlled Switches
Hump Lead switches 13, 15, and 17 are controlled by pushing the # key and the switch number on the radio keypad on IHB Hump Radio Channel 97-97. Switch will respond by radio indicating the track it is lined for. If the switch fails to operate, it will respond by radio indicating a switch failure. In event of a switch failure, switch can be hand operated by hydraulic pump handle secured to pump housing. Follow instruction posted on pump housing. Limits of track circuits governing movement over the switch are indicated by Yellow Paint on the insulated joints and the ties adjacent to the insulated joints.

Switch Number	**Connecting**	**With**
No. 13	North Hump Lead ……..	North Hump Lead or Crossover to No. 2 Track
No. 15	Spud House Lead……..	North Hump Lead or Middle/South Hump Lead
No. 17	Middle/South Hump Lead…….	South Hump Lead or Middle Hump Lead

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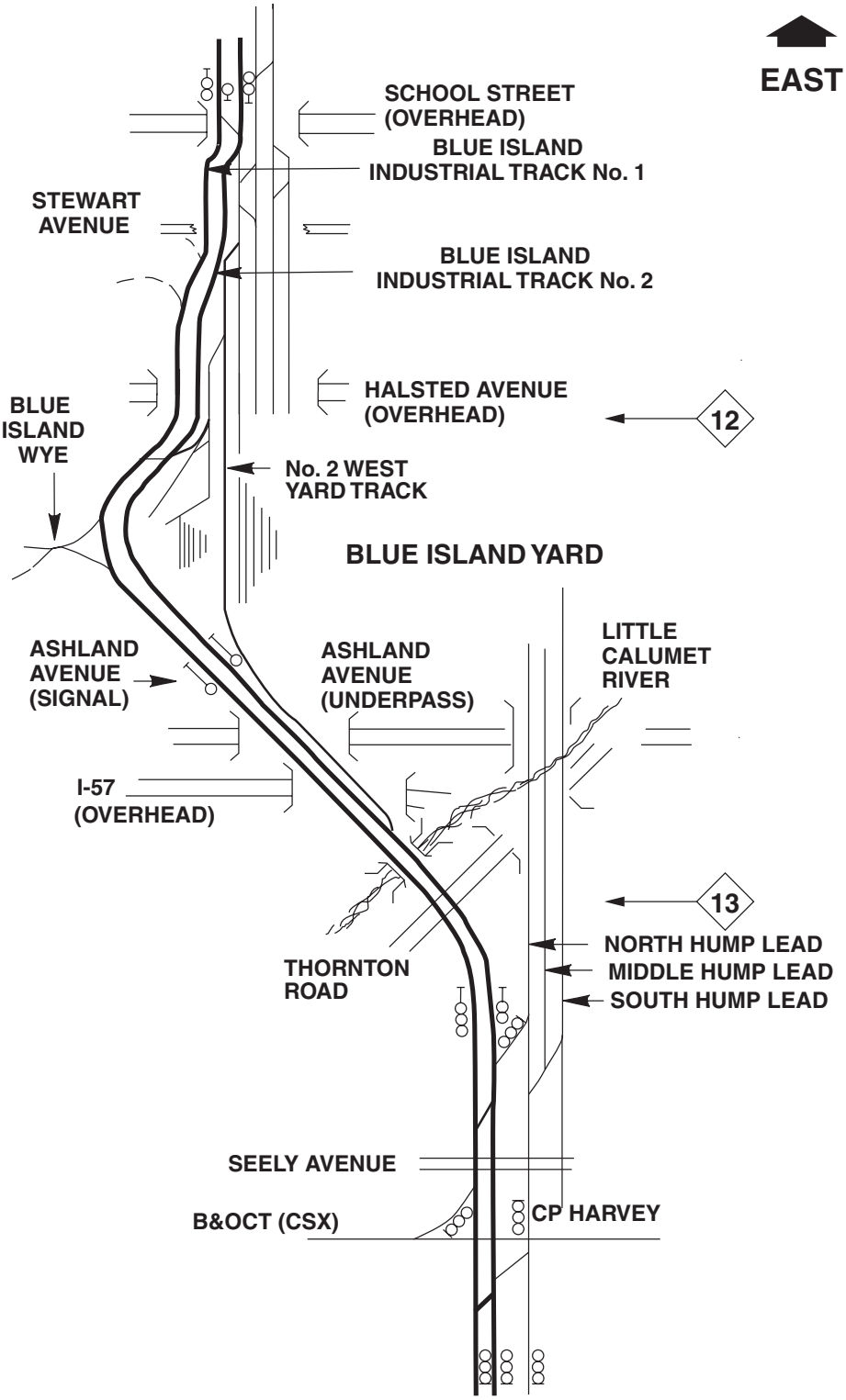
Ashland Avenue to CP Harvey

Unnumbered signals at Ashland Avenue, MP12.9, on Blue Island Industrial Tracks No.1 and No.2, in service for westward movements. All westward movements receiving an indication other than clear must contact the IHB West Dispatcher before passing the signal at Ashland Avenue. Permission to pass a Stop Signal at Ashland Avenue will be given by the IHB West Dispatcher. A clear signal indicates permission to proceed to CP Harvey at Restricted Speed not exceeding 20 MPH.

Between Ashland Avenue signal at MP12.9 and CP Harvey, all movements must operate at Restricted Speed not exceeding 20 MPH, and are governed by NORAC Rule 98.



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IHB MAIN LINE
CP HARVEY TO B.I. JCT.
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed Between	**MPH**	**Signal Rule**
CP Harvey and B.I. Jct. No. 1 and No. 2 Tracks	25	261

Maximum Speed At:

Seeley Avenue MP 13.69 leading end of movement No. 1 and No. 2 Tracks….15

MP 14.1 (Hand Operated Switch) leading end of movement No. 1 Track…….20

WESTERN AVENUE HIGHWAY GRADE CROSSING
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for this crossing.

Blue Island Old Yard

Two manually operated derails on the west end of Blue Island Old Yard on Nos. 2 and 3 Tracks must be secured in derailing position when not in use.

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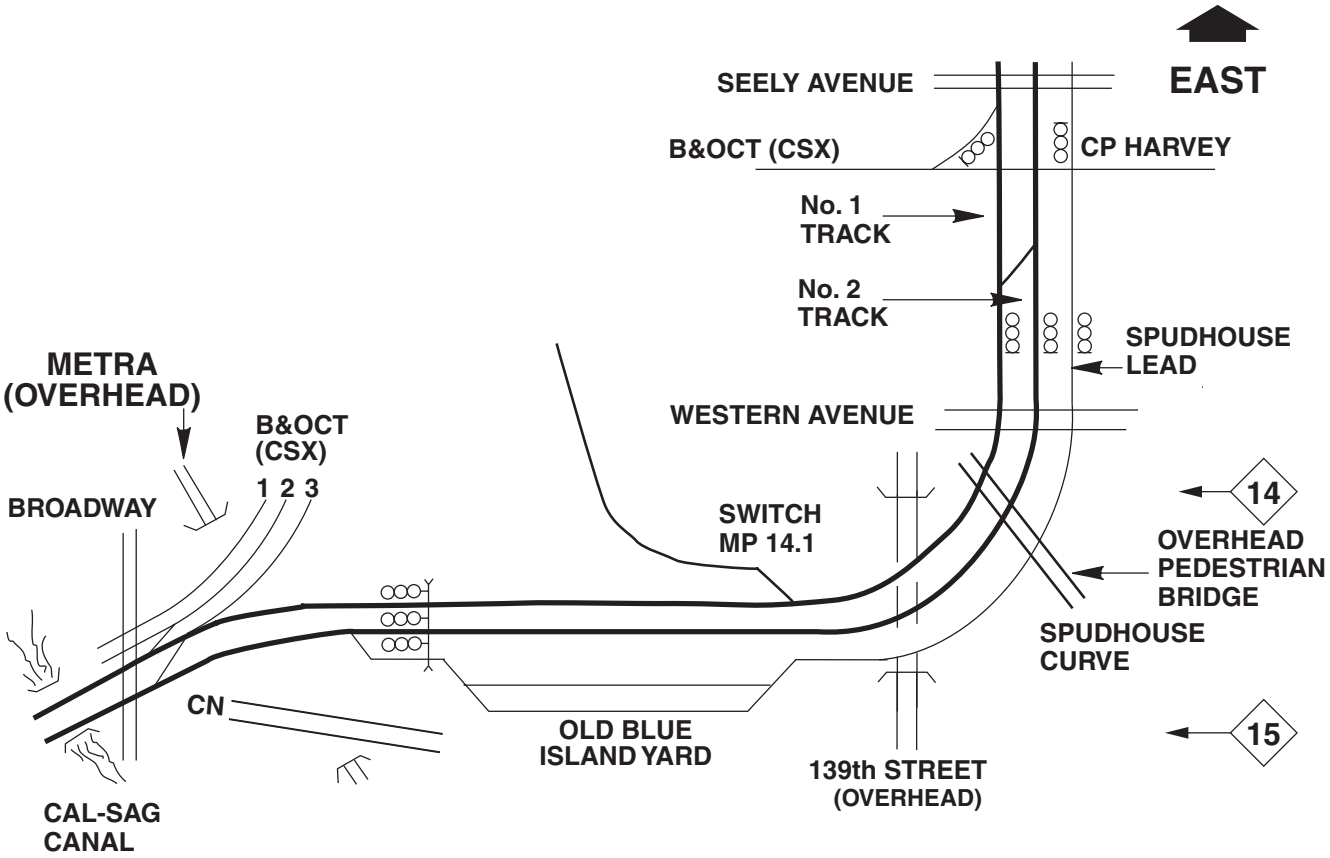
EAST
SEELY AVENUE
B&OCT (CSX)
CP HARVEY
No. 1
TRACK
No. 2
TRACK
SPUDHOUSE
LEAD
METRA
(OVERHEAD)
B&OCT
(CSX)
1 2 3
WESTERN AVENUE
BROADWAY
SWITCH
MP 14.1
14
OVERHEAD
PEDESTRIAN
BRIDGE
SPUDHOUSE
CURVE
CN
OLD BLUE
ISLAND YARD
15
139th STREET
(OVERHEAD)
CAL-SAG
CANAL

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IHB MAINLINE
B I JCT. TO CP FRANCISCO
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
At B I Jct. ……...30		
Between B I Junction and		
CP Francisco No. 1 and No. 2 Tracks……40		261

CP FRANCISCO
On tracks other than main track at CP Francisco, movements must not exceed 10 MPH.
Movements on the Long Track and Industrial Track must not exceed 10 MPH.
Movements between the CN RR and METRA New Rock Subdivision and the IHB RR must not exceed 10 MPH on the IHB RR until such movements fully occupy IHB Main Line No. 1 or No. 2 Track.

TRACKAGE LENGTHS BETWEEN

Tracks No. 1 and No. 2
Western Avenue and Broadway.....4,470'

MAXIMUM TRAIN LENGTH BETWEEN

B I Junction and CP Argo.....9,000'
CP Argo and Broadview.....7,900'
Broadview and Tower B-12…….....9,000'

BROADWAY HIGHWAY GRADE CROSSING
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for this crossing.
The highway crossing warding devices are manually operated by an attendant at that location.

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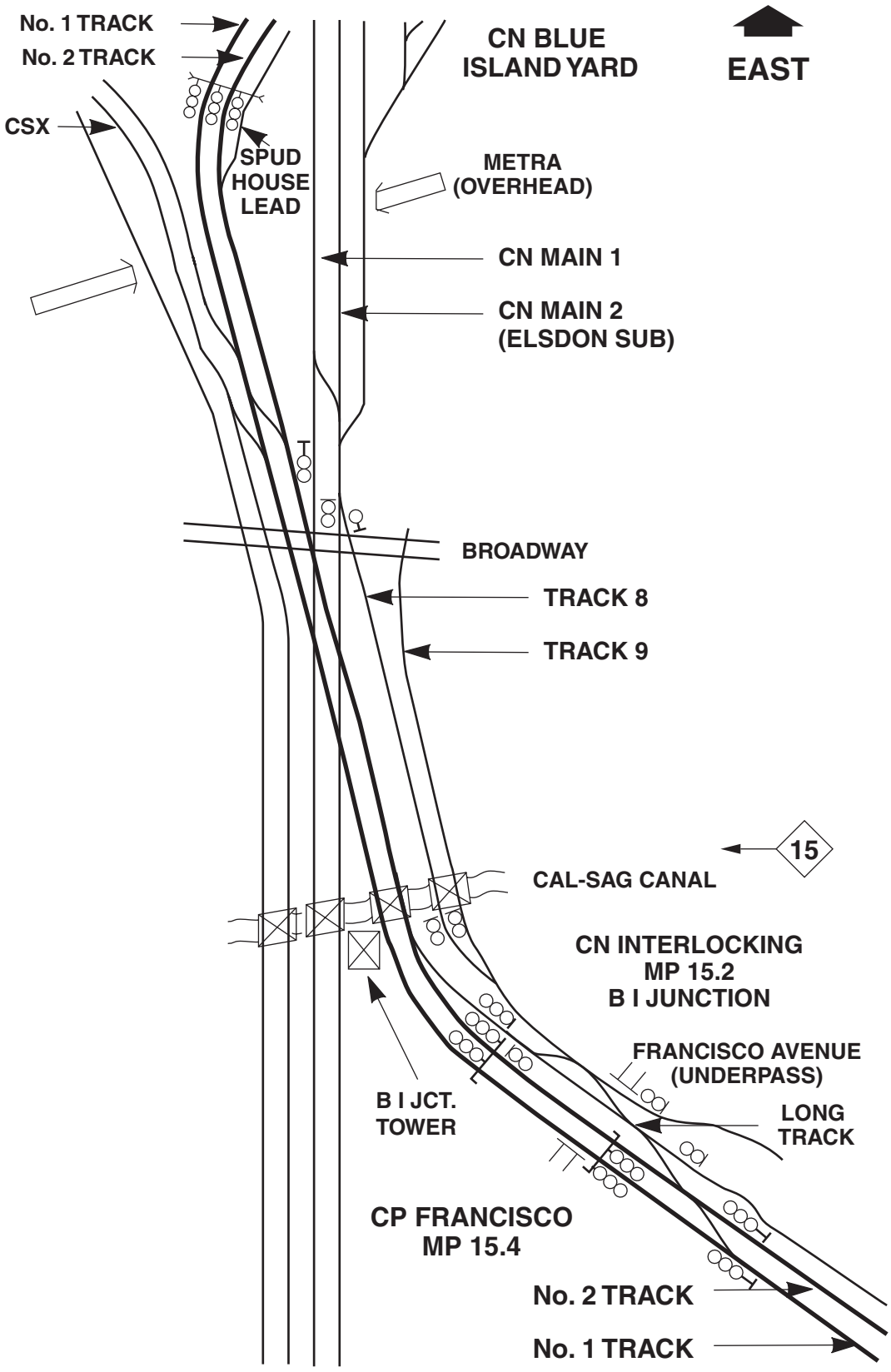
No. 1 TRACK
No. 2 TRACK
CSX
SPUD HOUSE LEAD
CN BLUE ISLAND YARD
EAST
METRA (OVERHEAD)
CN MAIN 1
CN MAIN 2 (ELSDON SUB)
BROADWAY
TRACK 8
TRACK 9
15
CAL-SAG CANAL
CN INTERLOCKING MP 15.2 B I JUNCTION
FRANCISCO AVENUE (UNDERPASS)
B I JCT. TOWER
LONG TRACK
CP FRANCISCO MP 15.4
No. 2 TRACK
No. 1 TRACK

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IHB MAIN LINE
CP FRANCISCO TO 115TH STREET
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between CP Francisco and MP 26.8 (BRC Underpass) No. 1 and No. 2 Tracks	40	261

TRACKAGE LENGTHS BETWEEN

Long Track CP Francisco and Wireton.....4,258’

Industrial Track CP Francisco and Wireton.....3,681’

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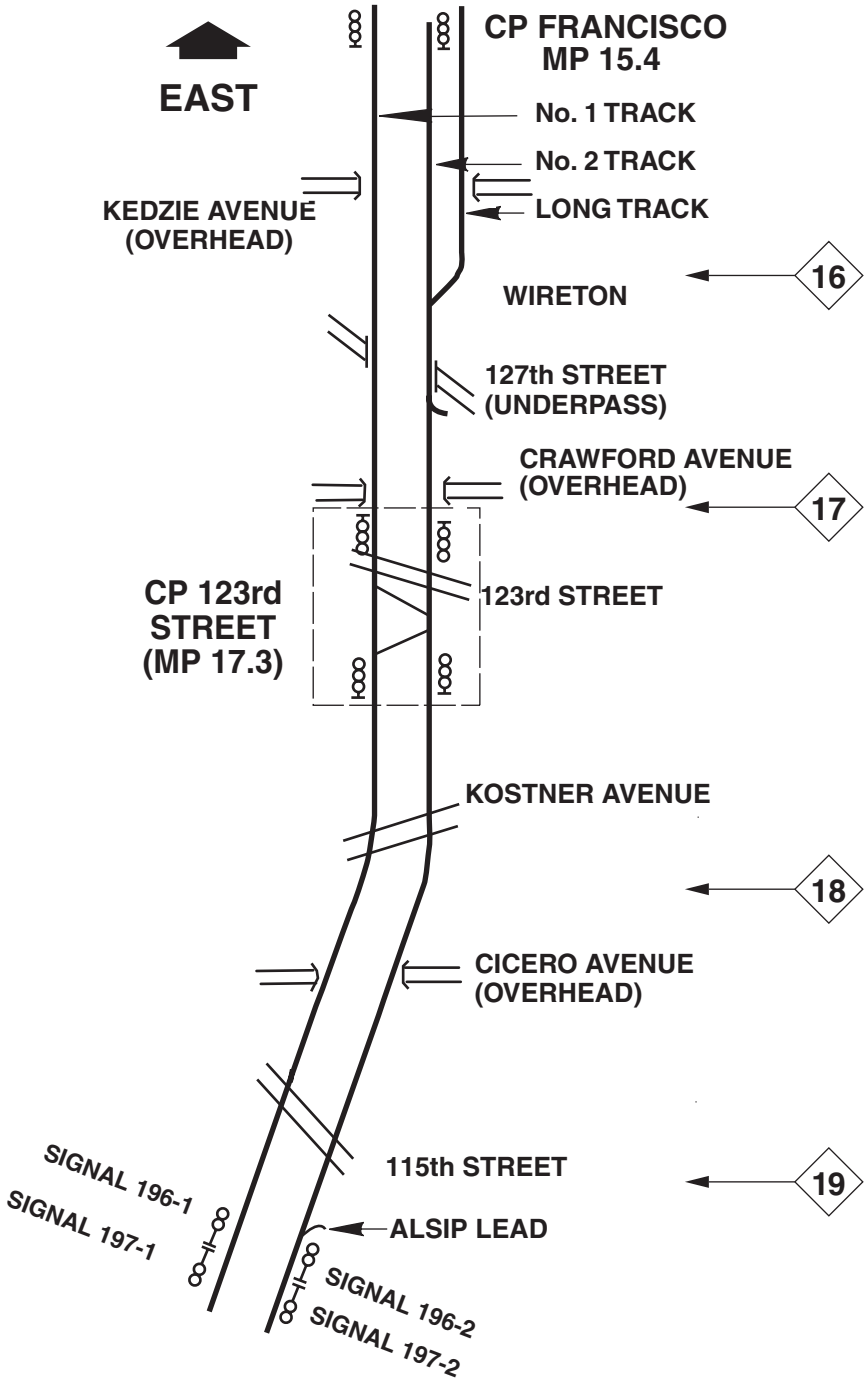
EAST
CP FRANCISCO
MP 15.4
No. 1 TRACK
No. 2 TRACK
LONG TRACK
KEDZIE AVENUE
(OVERHEAD)
WIRETON
16
127th STREET
(UNDERPASS)
CRAWFORD AVENUE
(OVERHEAD)
17
CP 123rd
STREET
(MP 17.3)
123rd STREET
KOSTNER AVENUE
18
CICERO AVENUE
(OVERHEAD)
115th STREET
19
SIGNAL 196-1
SIGNAL 197-1
ALSIP LEAD
SIGNAL 196-2
SIGNAL 197-2

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IHB MAIN LINE
115TH STREET TO 95TH STREET
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between CP Francisco and MP 26.8		
No. 1 and No. 2 Tracks	40	261

TRACKAGE LENGTHS BETWEEN

Location	**Length**
East Pass between Central Ave. and CP Ridge	4,824'

EAST PASS

Eastward Trains entering the East Pass at CP Ridge must pull down to the clearance point at the east end of the East Pass.

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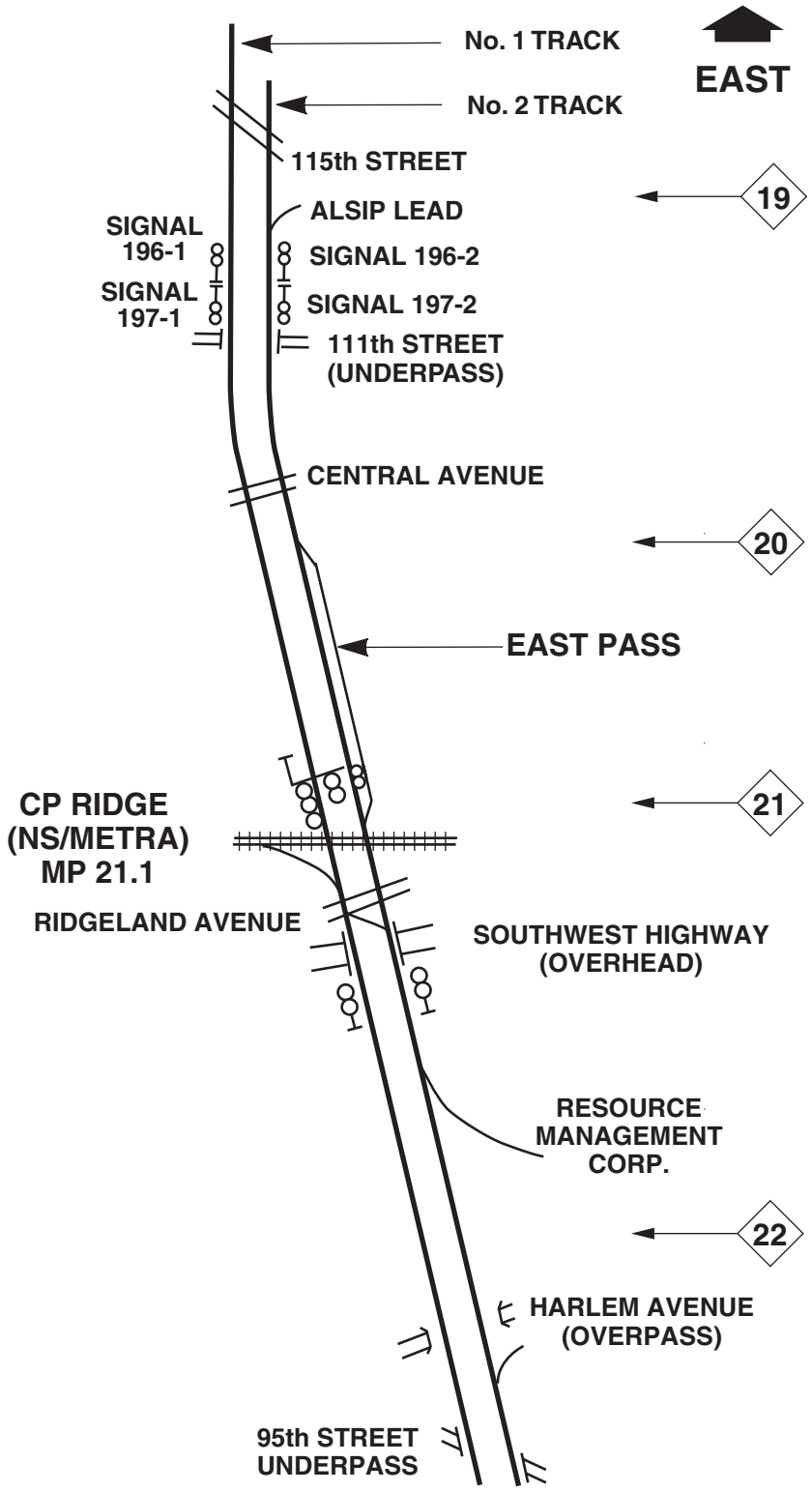
No. 1 TRACK
No. 2 TRACK
EAST
115th STREET
19
ALSIP LEAD
SIGNAL 196-1
SIGNAL 196-2
SIGNAL 197-1
SIGNAL 197-2
111th STREET (UNDERPASS)
CENTRAL AVENUE
20
EAST PASS
CP RIDGE (NS/METRA) MP 21.1
21
RIDGELAND AVENUE
SOUTHWEST HIGHWAY (OVERHEAD)
RESOURCE MANAGEMENT CORP.
22
HARLEM AVENUE (OVERPASS)
95th STREET UNDERPASS

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IHB MAINLINE
95TH STREET TO CP ARGO
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between B I Junction and MP 26.8	40	261
Controlled Siding No. 3 Track	30	261
MP 26.8 and CP LaGrange No. 1 and No. 2 Tracks	25	261

TRACKAGE LENGTHS BETWEEN

B&O Siding 82nd Street and 71st Street	6,260'
B&O Extension 71st Street and CP Argo	4,356'
West Pass 71st Street and CP Argo	1,800'

MAXIMUM TRAIN LENGTH BETWEEN

B I Junction and CP Argo	9,000'
CP Argo and Broadview	7,900'
Broadview and Tower B-12	9,000'

CONTROLLED SIDING

All trains held on the Controlled Siding must pull down to either CP 87th Street or CP 71st Street. All crews must avoid parking trains on the Controlled Siding between 82nd Street and 84th Street.

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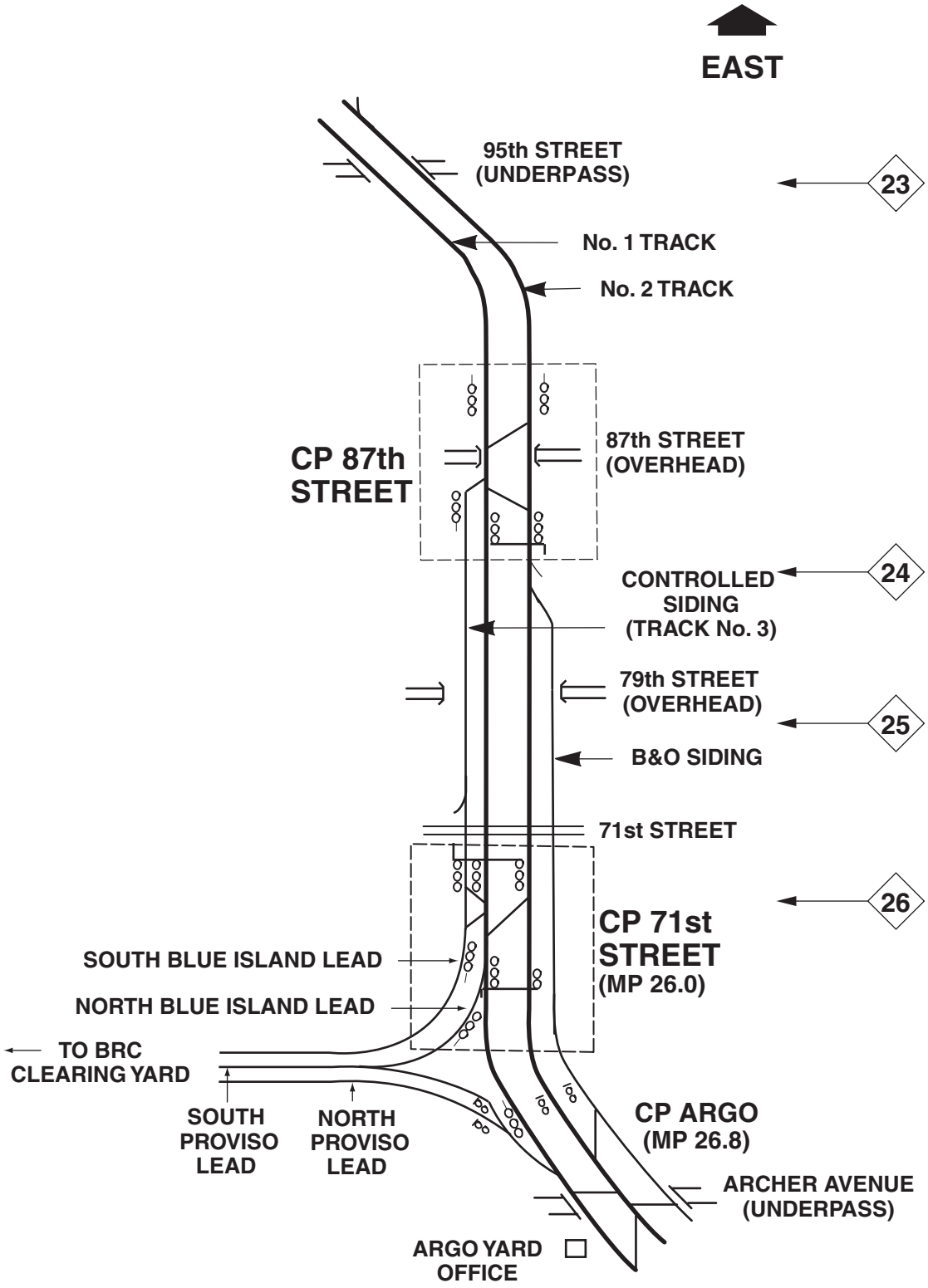
EAST
95th STREET
(UNDERPASS)
23
No. 1 TRACK
No. 2 TRACK
CP 87th
STREET
87th STREET
(OVERHEAD)
CONTROLLED
SIDING
(TRACK No. 3)
24
79th STREET
(OVERHEAD)
25
B&O SIDING
71st STREET
26
CP 71st
STREET
(MP 26.0)
SOUTH BLUE ISLAND LEAD
NORTH BLUE ISLAND LEAD
TO BRC
CLEARING YARD
SOUTH
PROVISO
LEAD
NORTH
PROVISO
LEAD
CP ARGO
(MP 26.8)
ARCHER AVENUE
(UNDERPASS)
ARGO YARD
OFFICE

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IHB MAIN LINE
CP ARGO TO CP MCCOOK
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between MP 26.8 and CP LaGrange No. 1 and No. 2 Tracks	25	261
Argo Industrial Track Restricted Speed not exceeding	10	
CP Canal Northwest Wye Track	10	

ARGO INDUSTRIAL TRACK

Permission to occupy the Argo Industrial Track must be obtained from the IHB West Dispatcher.

Harlem Avenue is a City of Chicago critical route for emergency services. When trains stop on or anticipate obstructing Harlem Avenue crossing for more than ten (10) minutes, the crew must notify the IHB West Dispatcher for notification to the City of Chicago. Crews must then notify the Dispatcher when the train is clear of the crossing.

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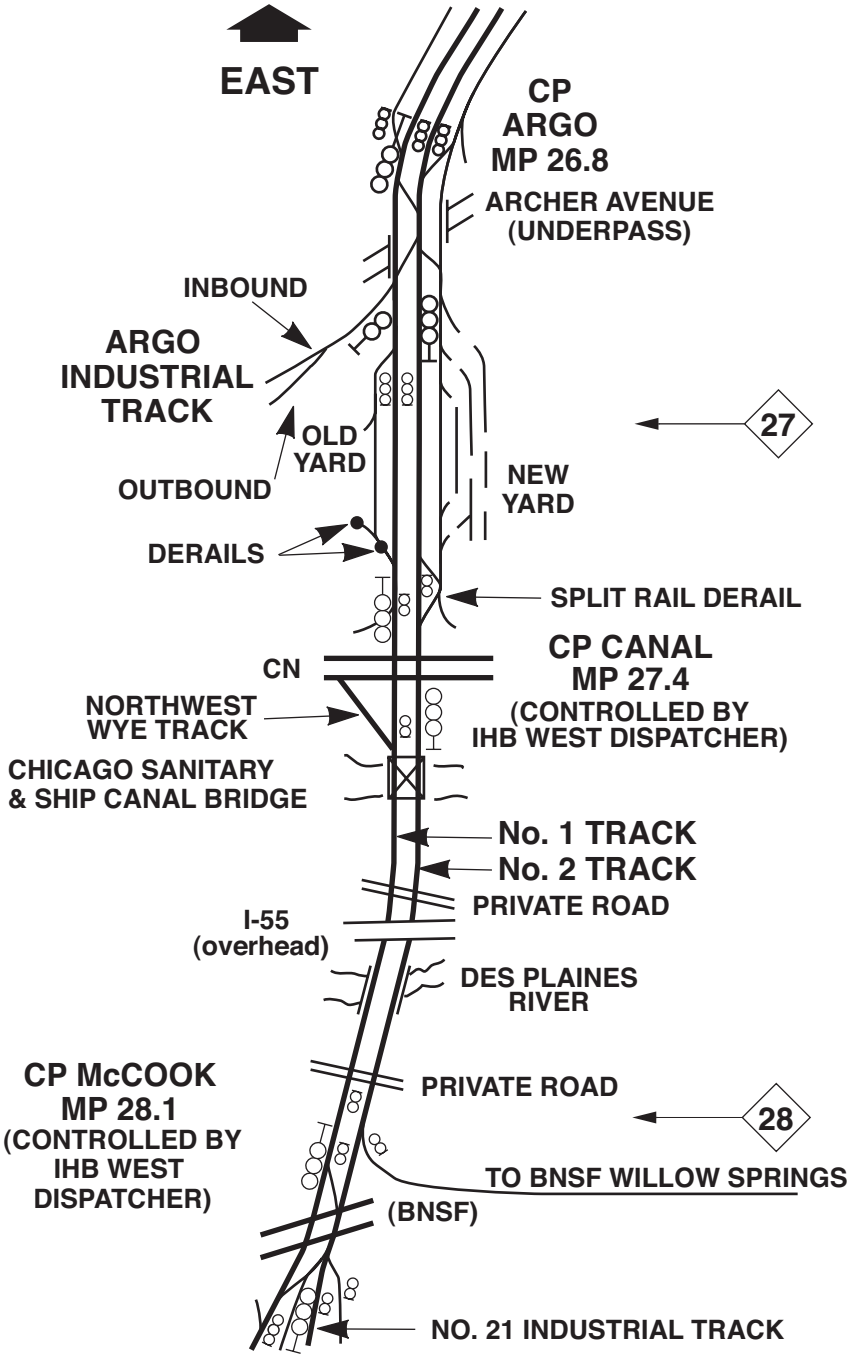
EAST
CP
ARGO
MP 26.8
ARCHER AVENUE
(UNDERPASS)
INBOUND
ARGO
INDUSTRIAL
TRACK
OLD
YARD
OUTBOUND
27
NEW
YARD
DERAILS
SPLIT RAIL DERAIL
CP CANAL
MP 27.4
(CONTROLLED BY
IHB WEST DISPATCHER)
CN
NORTHWEST
WYE TRACK
CHICAGO SANITARY
& SHIP CANAL BRIDGE
No. 1 TRACK
No. 2 TRACK
PRIVATE ROAD
I-55
(overhead)
DES PLAINES
RIVER
CP McCOOK
MP 28.1
(CONTROLLED BY
IHB WEST
DISPATCHER)
PRIVATE ROAD
28
TO BNSF WILLOW SPRINGS
(BNSF)
NO. 21 INDUSTRIAL TRACK

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IHB MAIN LINE
CP MCCOOK TO CP LAGRANGE
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between MP 26.8 and CP LaGrange		
No. 1 and No. 2 Tracks	25	261
No. 21 Track		
Restricted Speed not exceeding	20	
CP LaGrange Restricted Speed not exceeding	15	

Rule 98 in effect.

TRACKAGE LENGTHS BETWEEN

No. 21 Track CP McCook and Superior..... 12,457'

WESTWARD MOVEMENTS AT SUPERIOR ON NO. 21 TRACK

To prevent crossing warning devices from operating continuously at East Avenue and 47th Street, trains are not to be left standing on No. 21 track between Overhead Signal Bridge east of Superior and East Avenue.

MAXIMUM TRAIN LENGTH BETWEEN

B I Jct. and CP Argo..... 9,000'
CP Argo and Broadview..... 7,900'
Broadview and Tower B-12……..... 9,000'

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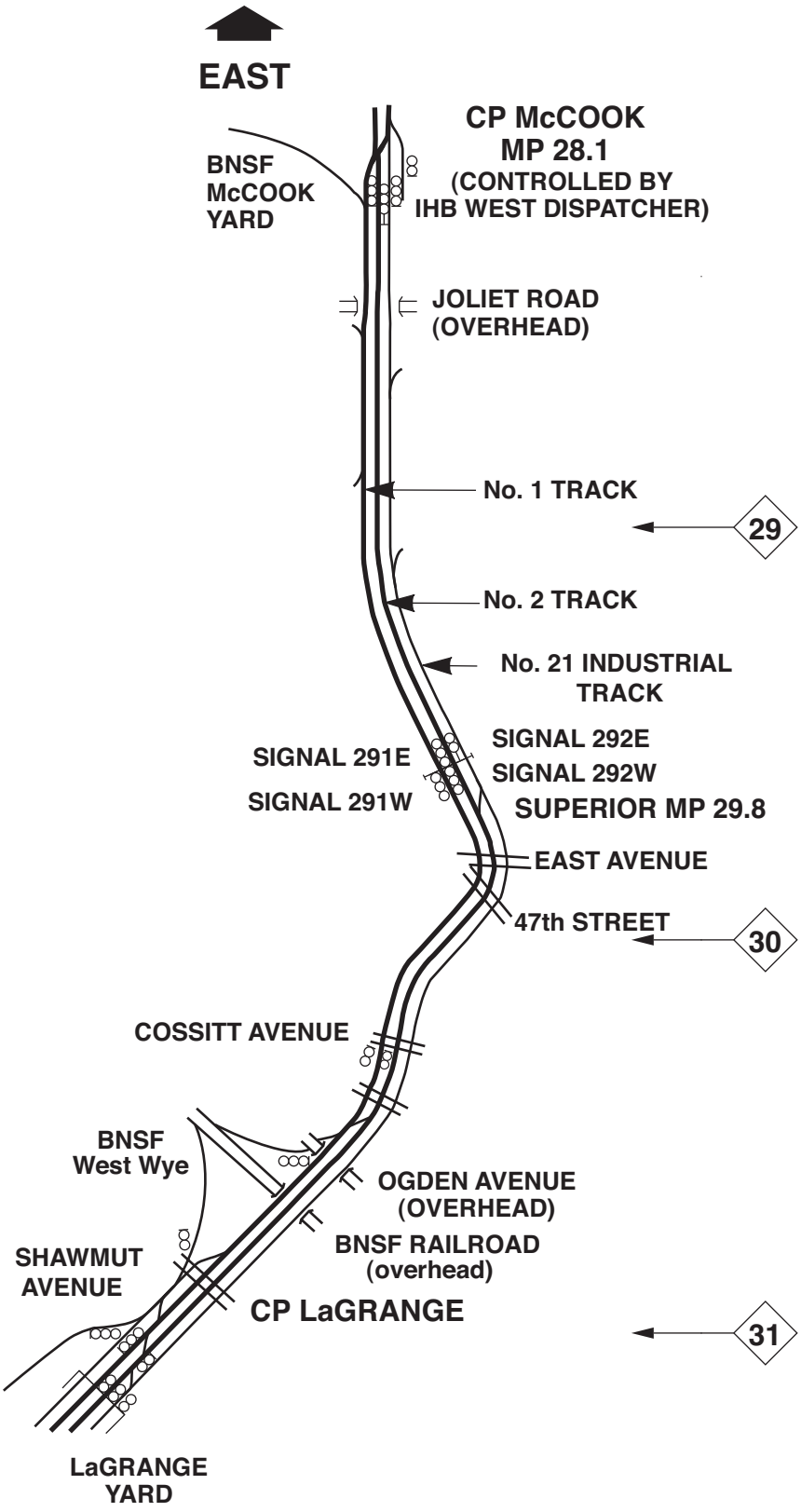
EAST
CP McCOOK
MP 28.1
(CONTROLLED BY
IHB WEST DISPATCHER)
BNSF
McCOOK
YARD
JOLIET ROAD
(OVERHEAD)
No. 1 TRACK
29
No. 2 TRACK
No. 21 INDUSTRIAL
TRACK
SIGNAL 292E
SIGNAL 292W
SIGNAL 291E
SIGNAL 291W
SUPERIOR MP 29.8
EAST AVENUE
47th STREET
30
COSSITT AVENUE
BNSF
West Wye
OGDEN AVENUE
(OVERHEAD)
BNSF RAILROAD
(overhead)
SHAWMUT
AVENUE
CP LaGRANGE
31
LaGRANGE
YARD

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IHB MAIN LINE
CP LAGRANGE TO CP HILL
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between CP LaGrange and CP Hill		
No. 1 and No. 2 Tracks	30	251

Current of traffic between CP LaGrange and CP Hill is as follows:
No. 1 Main Track Westward
No. 2 Main Track Eastward
Movements against the current of traffic must be authorized by Form D line 2 and will be governed by DCS Rules.
NOTE: Eastward trains receiving an approach indication to or required to be held at CP LaGrange must pass Signal 322 (26th Street) one car length and wait for indication greater than a stop signal at CP LaGrange.

No. 21 Track
Restricted Speed not exceeding 20 MPH Rule 98 in effect.
CP LaGrange Restricted Speed not exceeding.....15

TRACKAGE LENGTHS BETWEEN

West Pass: CP LaGrange and Harding Ave..... 3,885'
Tracks No. 1 and No. 2: CP LaGrange and Harding Ave..... 2,000'
West Pass: 22nd Avenue and Madison.....10,915'
No. 21 Track: 31st Street and Broadview.....7,850'
No. 21 Track: Broadview and CP Hill.....7,676'

WEST PASS BETWEEN 22nd STREET AND BROADWAY

Trains handling equipment with maximum height in excess of 19' 0" above top of rail, must not operate via West Pass between 22nd Street (MP 32.9) and Broadview (MP 33.9).

CP HILL – ALL TRAINS OPERATING TO UP RR AND UP PROVISO
Crews operating trains to UP RR at CP Hill via CP LaGrange will contact the UP Proviso Terminal Coordinator after stopping and prior to being relieved between CP LaGrange and CP Hill and advise the following:

1. Status of locomotive consists – fuel levels and defects
2. Location of Air Brake Test Record
3. Need for locomotive cab supplies

ST. CHARLES ROAD BRIDGE MP 35.3 – SIDE CLEARANCE
Crews are prohibited from riding the side of cars while operating on No. 1 and No. 2 Tracks through St. Charles Road Bridge at MP 35.3.

MAXIMUM TRAIN LENGTH BETWEEN:

B I Junction and CP Argo.....9,000'
CP Argo and Broadview.....7,900'
Broadview and Tower B-12…….....9,000'

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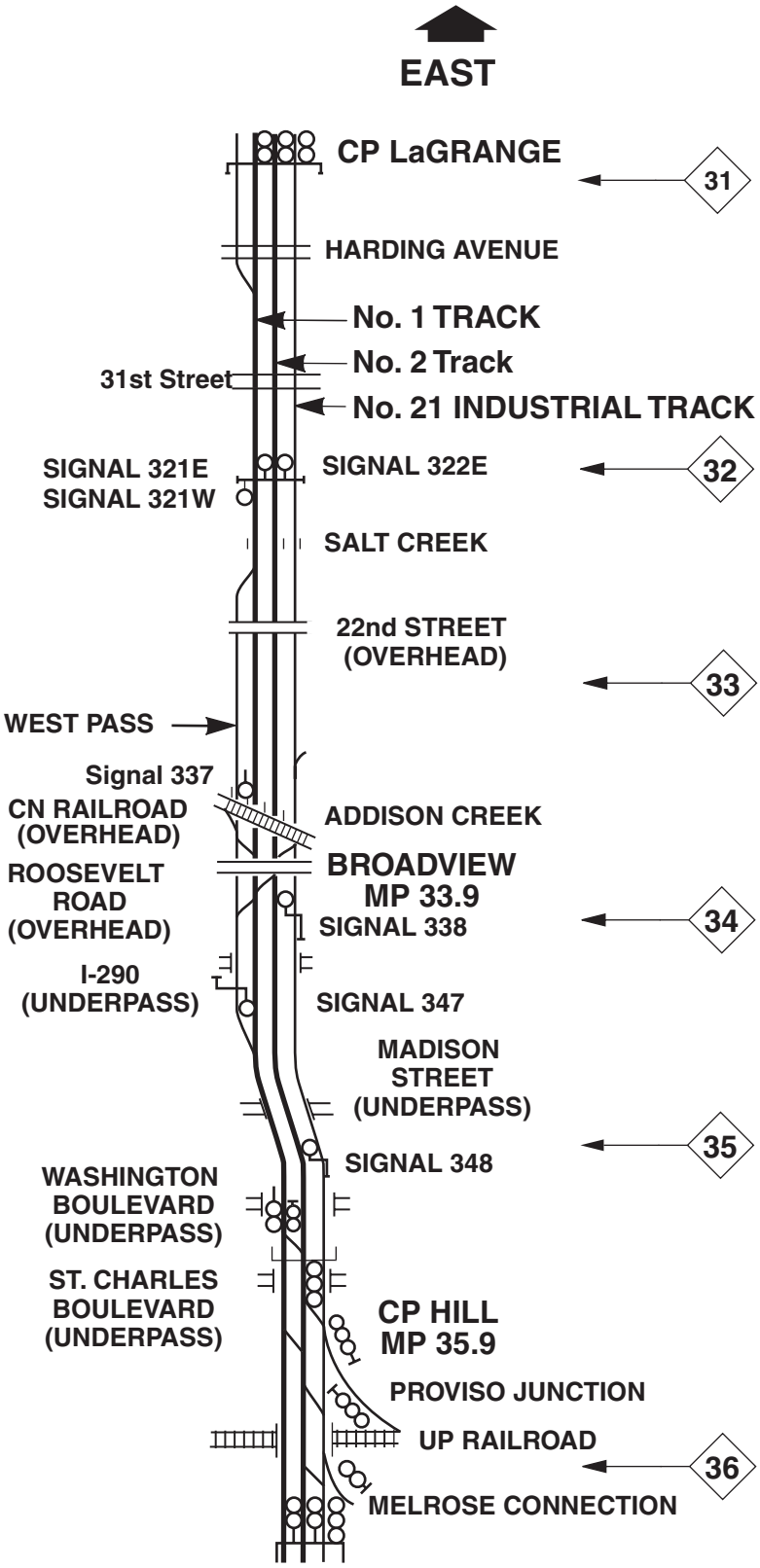
EAST
CP LaGRANGE
31
HARDING AVENUE
No. 1 TRACK
No. 2 Track
31st Street
No. 21 INDUSTRIAL TRACK
SIGNAL 321E
SIGNAL 321W
SIGNAL 322E
32
SALT CREEK
22nd STREET
(OVERHEAD)
33
WEST PASS
Signal 337
CN RAILROAD
(OVERHEAD)
ADDISON CREEK
ROOSEVELT
ROAD
(OVERHEAD)
BROADVIEW
MP 33.9
SIGNAL 338
34
I-290
(UNDERPASS)
SIGNAL 347
MADISON
STREET
(UNDERPASS)
35
SIGNAL 348
WASHINGTON
BOULEVARD
(UNDERPASS)
ST. CHARLES
BOULEVARD
(UNDERPASS)
CP HILL
MP 35.9
PROVISO JUNCTION
UP RAILROAD
36
MELROSE CONNECTION

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IHB MAIN LINE
CP HILL TO CP ROSE
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between CP Hill and CP Rose No. 1 and No. 2 Tracks	30	261

TRACKAGE LENGTHS BETWEEN

Northwest Lead Lake Street and 25th Avenue..... 4,220’

Middle Lead Lake Street and 25th Avenue..... 4,750’

Electric Lock Switch MP 36.3

Eastward trains on No. 2 Main Track desiring to use this crossover will receive immediate access by occupying the track immediately in front of the switch points. Westward trains operating on the Middle Lead, desiring to enter No. 2 Main Track will receive immediate access if no signals are lined on No. 2 Main Track Eastward from CP Rose or westward from CP Hill. If signals are lined eastward from CP Rose or westward from CP Hill, a seven (7) minute release time must be run before operating the electric lock. (See Electrically Locked Switches instructions on page IHB-5.) The electric lock switch located at M.P. 36.3 must be operated before operating the middle lead switch and occupying the turnout. If the Middle lead switch is operated and the turnout occupied, a seven (7) minutes release time must be run before the electric lock will release.

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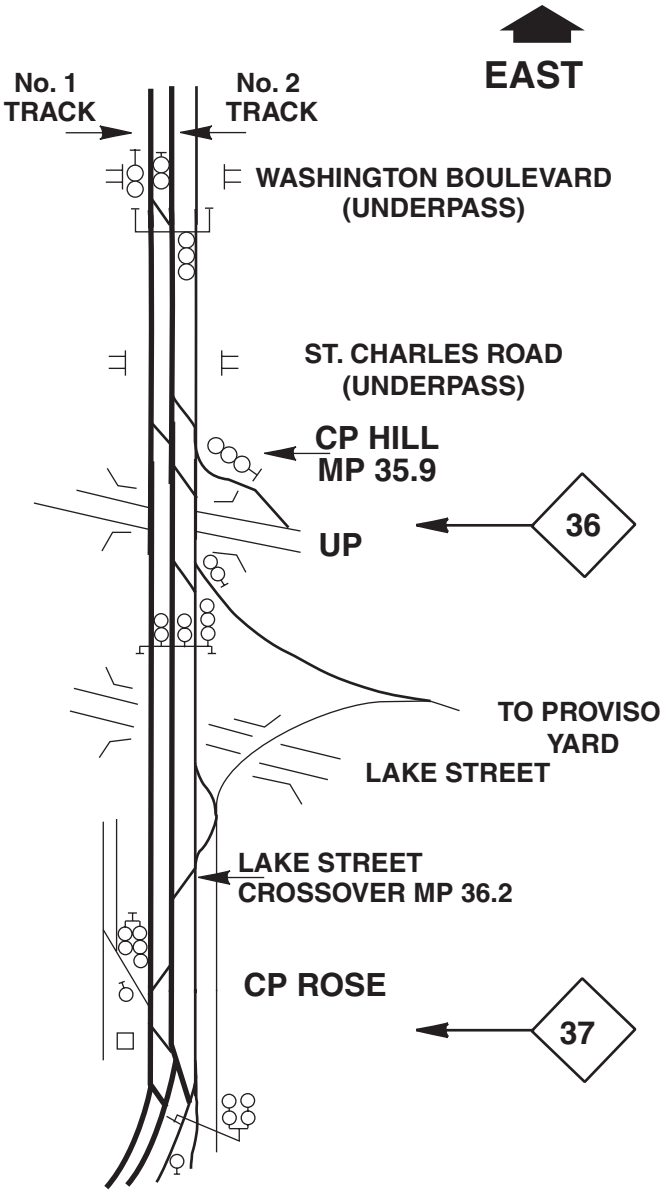
EAST
No. 1 TRACK
No. 2 TRACK
WASHINGTON BOULEVARD (UNDERPASS)
ST. CHARLES ROAD (UNDERPASS)
CP HILL MP 35.9
36
UP
TO PROVISO YARD
LAKE STREET
LAKE STREET CROSSOVER MP 36.2
CP ROSE
37

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IHB MAIN LINE
CP ROSE TO TOWER B-12
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**.MPH**	**Signal Rule**
Between CP Rose and Tower B-12		
No. 1 and No. 2 Tracks	25	261

MAXIMUM TRAIN LENGTH BETWEEN:

Blue Island Junction and CP Argo	9,000'
CP Argo and Broadview	7,900'
Broadview and Tower B-12	9,000'

JOE LOWE LEAD SWITCH
Westward trains receiving a Stop indication at CP Norpaul on No. 1 Track will stop clear of the switch leading to the Joe Lowe Lead unless otherwise instructed by the train dispatcher.

CHESTNUT AVENUE HIGHWAY GRADE CROSSING
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for this crossing.

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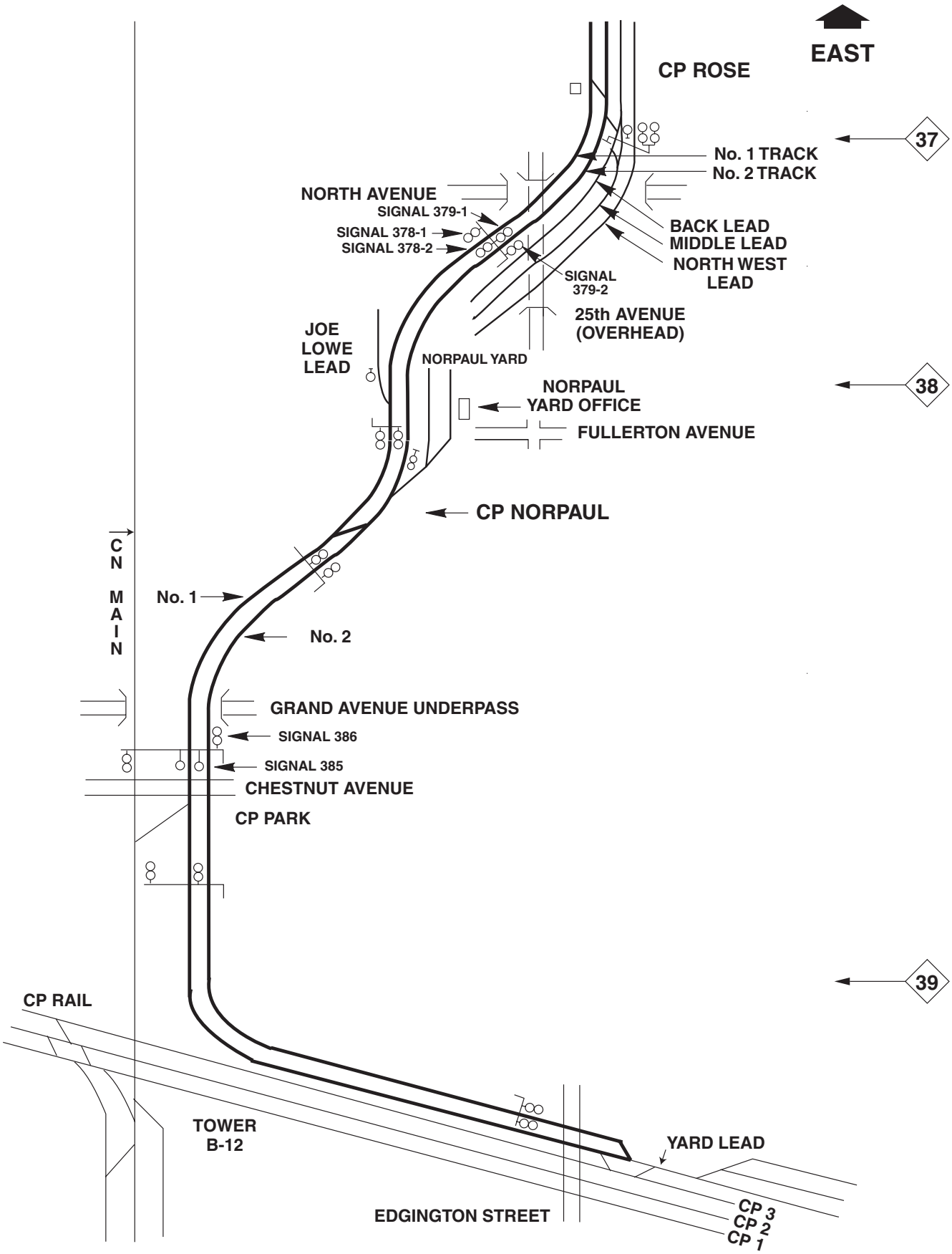
EAST
CP ROSE
37
No. 1 TRACK
No. 2 TRACK
NORTH AVENUE
SIGNAL 379-1
SIGNAL 378-1
SIGNAL 378-2
BACK LEAD
MIDDLE LEAD
NORTH WEST LEAD
SIGNAL 379-2
25th AVENUE (OVERHEAD)
JOE LOWE LEAD
NORPAUL YARD
38
NORPAUL YARD OFFICE
FULLERTON AVENUE
CP NORPAUL
C N M A I N
No. 1
No. 2
GRAND AVENUE UNDERPASS
SIGNAL 386
SIGNAL 385
CHESTNUT AVENUE
CP PARK
39
CP RAIL
TOWER B-12
YARD LEAD
EDGINGTON STREET
CP 3
CP 2
CP 1

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KANKAKEE LINE
CP GIBSON TO OSBORN
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between		
CP Gibson and Osborn No. 1 and No. 2 Tracks	25	261

CREW CHANGES AT CP GIBSON
Westward trains stopping to change crews on No.3 Running Track between CP Gibson and CP Round House Lead must stay east of the Round House road crossing while the crew change is made.

161st STREET AND ROUND HOUSE HIGHWAY CROSSINGS
NORAC Rule 19(b): 2 longs, 1 short, & 1 long must be sounded for these crossings.

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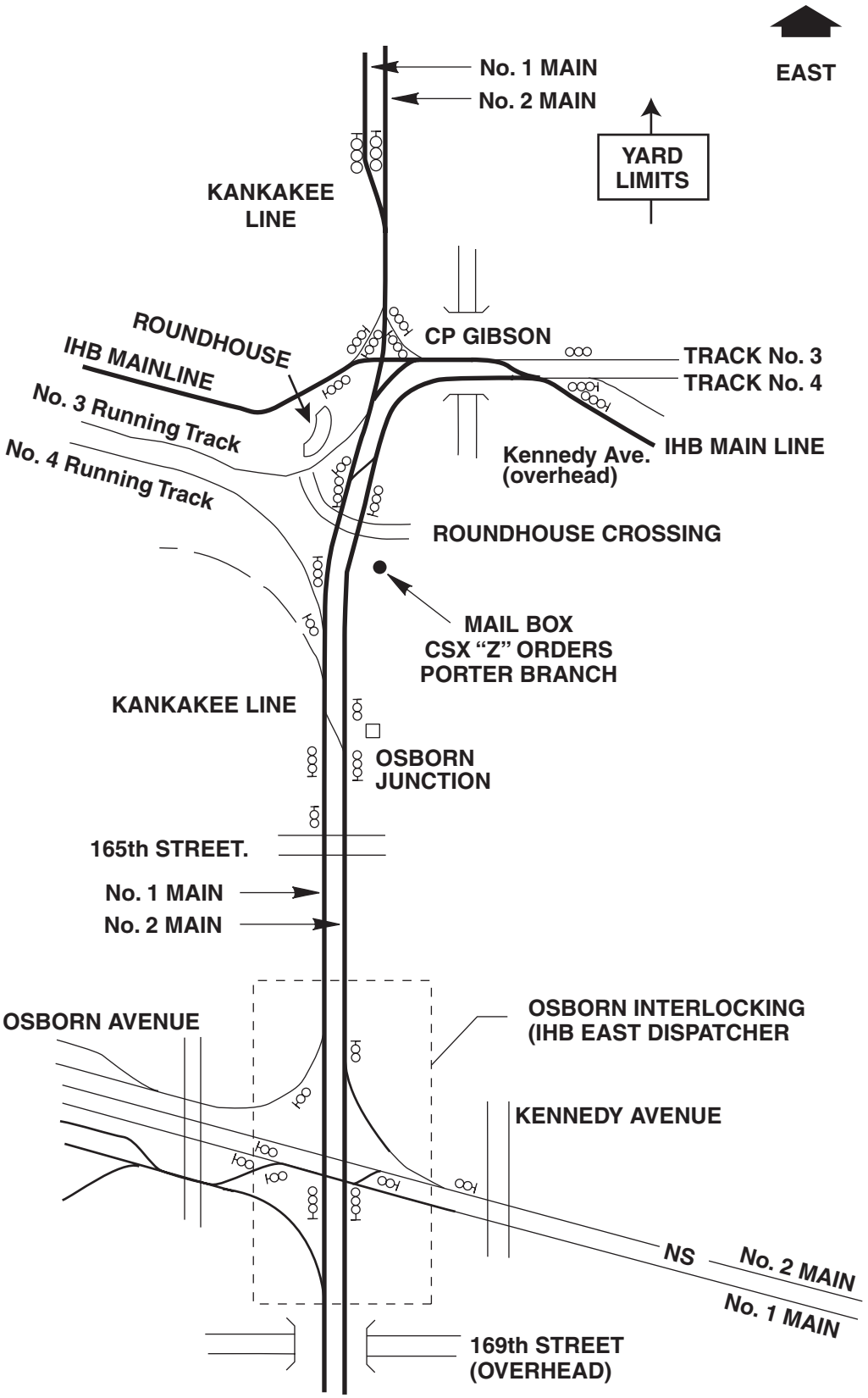
EAST
No. 1 MAIN
No. 2 MAIN
YARD LIMITS
KANKAKEE LINE
ROUNDHOUSE
IHB MAINLINE
CP GIBSON
TRACK No. 3
TRACK No. 4
No. 3 Running Track
No. 4 Running Track
Kennedy Ave. (overhead)
IHB MAIN LINE
ROUNDHOUSE CROSSING
MAIL BOX
CSX "Z" ORDERS
PORTER BRANCH
KANKAKEE LINE
OSBORN JUNCTION
165th STREET.
No. 1 MAIN
No. 2 MAIN
OSBORN AVENUE
OSBORN INTERLOCKING
(IHB EAST DISPATCHER
KENNEDY AVENUE
NS
No. 2 MAIN
No. 1 MAIN
169th STREET
(OVERHEAD)

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KANKAKEE LINE
CALUMET TO CP GIBSON
MAXIMUM SPEED AND SIGNAL RULES

Maximum Speed	**MPH**	**Signal Rule**
Between CP100 and CP Gibson No. 1 and No. 2 Tracks	25	251

Between CP100 and CP Gibson
Current of traffic is as follows:
No. 1 Main Track Westward
No. 2 Main Track Eastward

Yard Limits

Yard Limits applies between CP502 and CP Gibson on No. 1 and No. 2 tracks. Yard Limit signs will identify yard limits. NORAC Rule 93 applies.

IHB East Dispatcher authorizes movements on Main Track between CP502 and CP Gibson. Movements **Against The Current Of Traffic** between CP 100 and CP Gibson will be authorized by signal indication or verbal permission of the Dispatcher or Operators at Hick, Calumet, or Grasselli when authorized by the Dispatcher.

Grasselli
Part time interlocking station, open Monday through Friday 11:30 to 19:30 and monitors AAR 25-25. When closed, interlocking only and controlled by IHB East Dispatcher.

CP Gibson
Controlled by IHB East Dispatcher.

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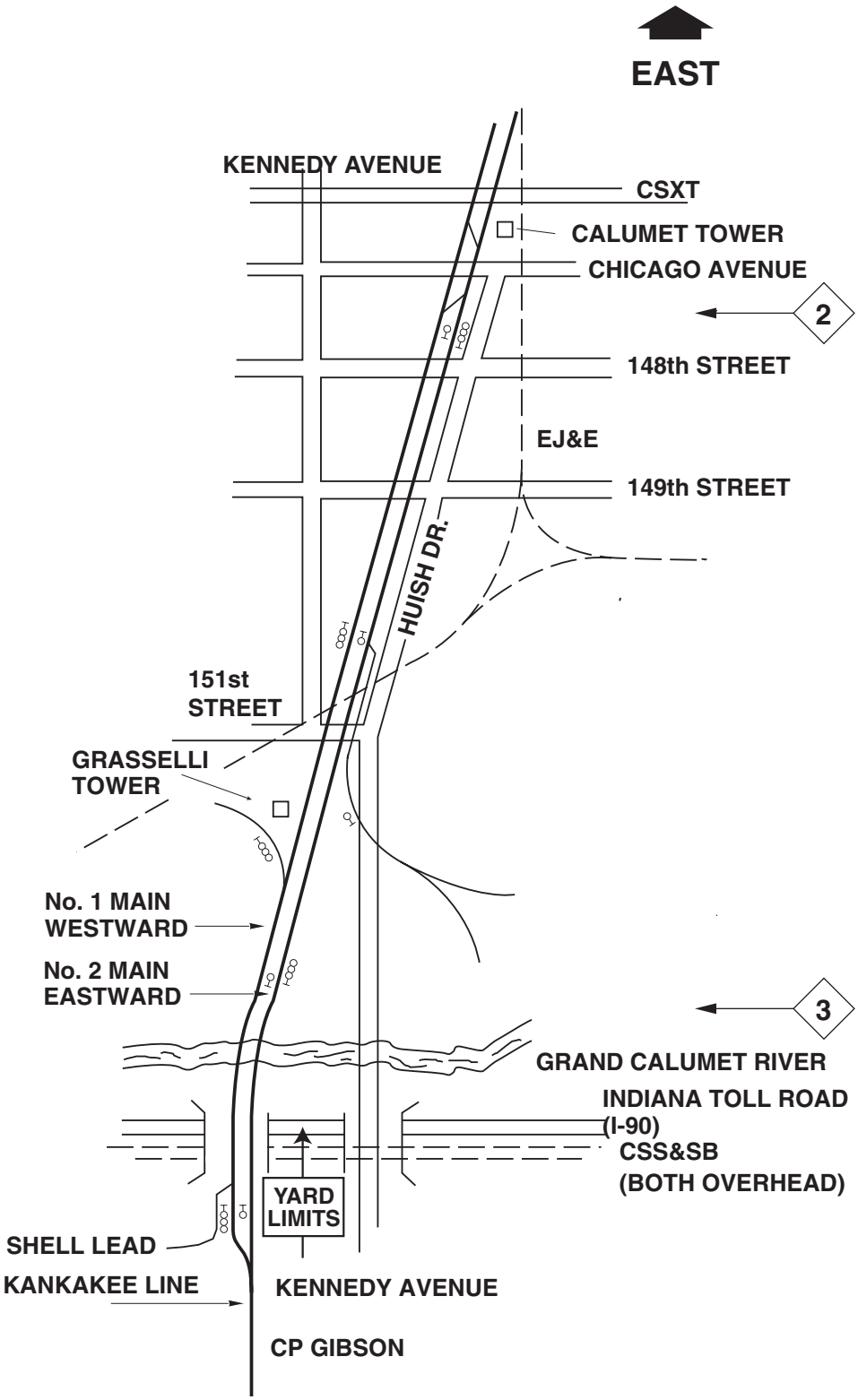
EAST
KENNEDY AVENUE
CSXT
CALUMET TOWER
CHICAGO AVENUE
2
148th STREET
EJ&E
149th STREET
HUISH DR.
151st
STREET
GRASSELLI
TOWER
No. 1 MAIN
WESTWARD
No. 2 MAIN
EASTWARD
3
GRAND CALUMET RIVER
INDIANA TOLL ROAD
(I-90)
CSS&SB
(BOTH OVERHEAD)
YARD
LIMITS
SHELL LEAD
KANKAKEE LINE
KENNEDY AVENUE
CP GIBSON

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KANKAKEE LINE
CP 502 TO CALUMET
MAXIMUM SPEED AND RULES IN EFFECT

Maximum Speed Between	**MPH**	**Signal Rule**
CP 502 and CP 100 No. 1 and No. 2 Tracks	25	261
CP 100 and CP Gibson No. 1 and No. 2 Tracks	25	251
Wye Tracks to NS	10	

Between CP100 and CP Gibson Current of traffic is as follows:
No. 1 Main Track Westward
No. 2 Main Track Eastward

Yard Limits

Yard Limit applies between CP502 and CP Gibson on No. 1 and No. 2 tracks. Yard Limit signs will identify yard limits. NORAC Rule 93 applies.

IHB East Dispatcher authorizes movements on Main Track between CP502 and CP Gibson. Movements **Against The Current Of Traffic** between CP 100 and CP Gibson will be authorized by signal indication or verbal permission of the Dispatcher or Operators at Hick, Calumet, or Grasselli when authorized by the Dispatcher.

CP 100

Controlled by NS Hick operator.

Calumet

Operator monitors Radio Channel AAR 25.

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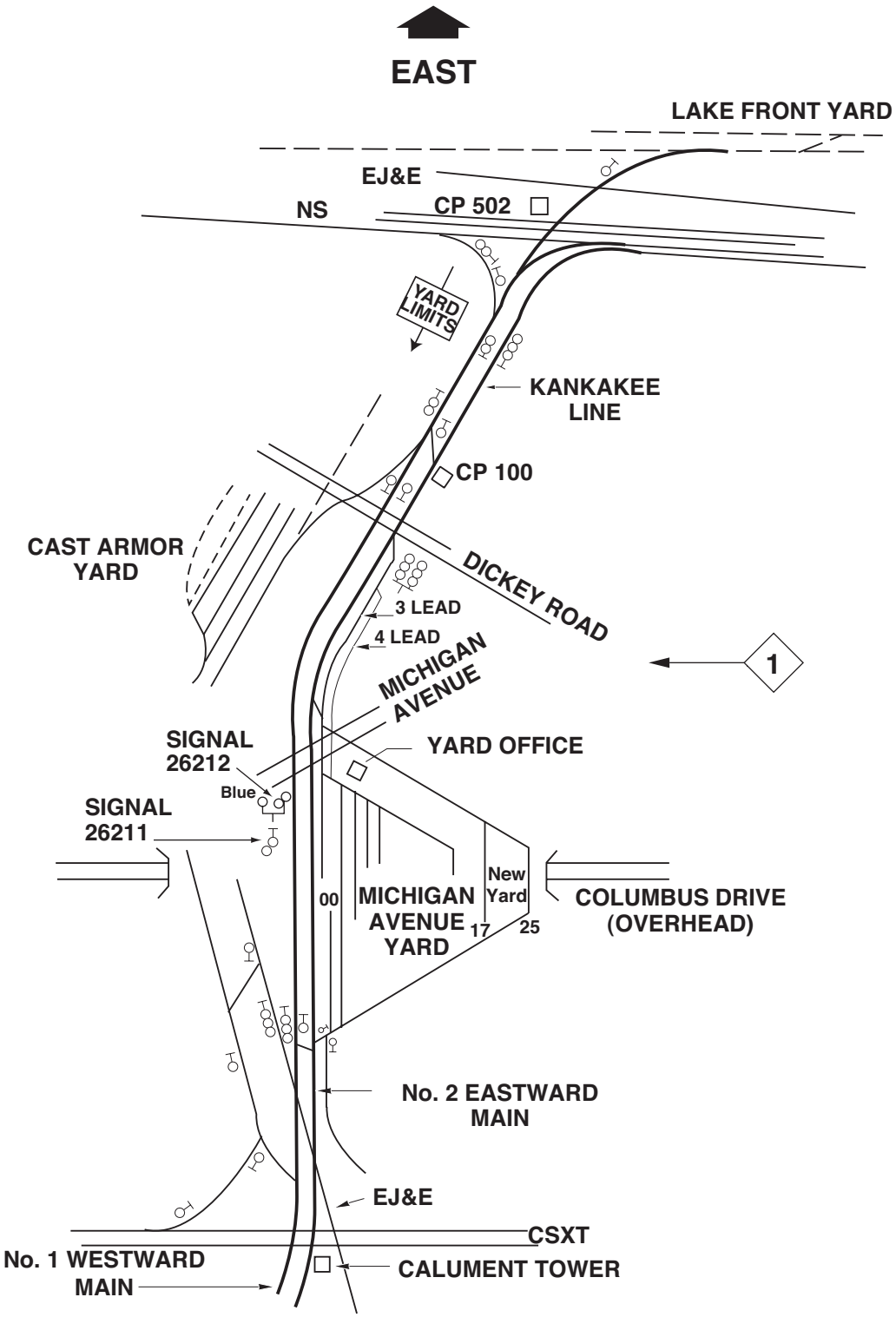
EAST
LAKE FRONT YARD
EJ&E
NS
CP 502
YARD LIMITS
KANKAKEE LINE
CP 100
CAST ARMOR YARD
DICKEY ROAD
3 LEAD
4 LEAD
MICHIGAN AVENUE
1
SIGNAL 26212
YARD OFFICE
Blue
SIGNAL 26211
00
MICHIGAN AVENUE YARD
New Yard
17
25
COLUMBUS DRIVE (OVERHEAD)
No. 2 EASTWARD MAIN
EJ&E
CSXT
No. 1 WESTWARD MAIN
CALUMENT TOWER

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NOTES

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SPECIAL INSTRUCTIONS
General Code of Operating Rules, Fifth Edition Applies

Personnel operating on Metra trackage using the CORA Guide will be governed by the rules listed in the GCOR section of the CORA Guide EXCEPT as modified by this section of the Guide. Where the Metra Special Instructions section adds to or changes the GCOR rules, the words "***Addition:***" or "***Change:***" preface the additional rules or new wording. All portions of the rule that are not referenced remain unchanged from the GCOR section of the CORA Guide.

Rules and instructions in the Metra section may have been modified to suit the purposes of this publication. This section must not be used by Metra train, engine and yard service personnel.

GLOSSARY *Addition:*
Abbreviations

BDA.....Blocking Devices Applied
BDR.....Blocking Devices Removed
BV.....Beverly
JA.....Joliet
Sub Dist.....Sub District
SW.....Southwest

Controlled Block System (CBS)
A block system where movements are authorized by a controlled signal or verbal authority.

Current of Traffic
The movement of trains in one direction on a main track as specified by the rules.

Employee Train Schedule
A publication containing the schedules of passenger trains which will designate direction, number and movement. The Employee Train Schedule does not convey authority.

Enhanced Focus Crossover Location
A power-operated crossover location, designated in Sub District Special Instructions, requiring heightened awareness of crew members on trains consisting entirely of passenger equipment due to the difference between the maximum authorized speed and the speed restriction through the diverging route of the crossover(s).

Men or Equipment
A term referring to Roadway Workers and their related equipment. Roadway Workers will be identified by fluorescent orange work wear with reflective striping.

Passenger Train
A train shown in the Employee Train Schedule.

Schedule Time
The time shown in the Employee Train Schedule.

1.10 GAMES, READING, OR ELECTRONIC DEVICES *Addition:*
Magazines, newspapers, and other literature not related to duties are prohibited in the cab of engines.

The use of cellular phones in the operating cab of engines is prohibited. All cellular phones, including those issued by Metra must be turned off while in the operating cab of engines.

The train dispatcher may authorize the use of a cellular phone in the operating cab to facilitate during mechanical breakdowns or unusual conditions.

1.47 DUTIES OF CREW MEMBERS *Addition:*
Observe and Call Signals
If the engineer is solely occupying the control compartment of a train, they must verbally communicate to a promoted crew member on the train the name or aspect of:

- All absolute signals displaying a signal aspect less favorable than Rule 9.1.5 – Clear.
- All signals governing the approach to absolute signals displaying a signal aspect less favorable than Rule 9.1.5 – Clear.
- All signals displaying Rule 9.1.4 – Approach or a less favorable signal indication where the Maximum Authorized Speed is greater than 30 MPH.
- The prescribed speed through the turnout of an Enhanced Focus Crossover Location when:

  - The signal in advance of that location displays Rule 9.1.7 – Approach Diverging or Rule 9.1.11 – Diverging Approach Diverging.
    or
  - It is determined that the train will make a diverging movement at that location.

Each communication must be acknowledged by the crew member on the train. If the crew member fails to acknowledge the communication, the engineer must determine the reason for failure to acknowledge prior to leaving the next scheduled passenger stop. Communication must include:

- Train identification.
- Name or Aspect of the signal.
- Location of the signal.
- Track designation if in multiple track territory.

If the engineer fails to properly control the speed of the train, the crew member must immediately communicate with the engineer. If necessary the crew member must stop the train.

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If the next signal in advance changes to a more favorable indication, the engineer must communicate the change to a crew member on the train.

If the radio is inoperative, the communication must be made by intercom, public address system or in person.

Verbal communication is required. Use of the buzzer or communicating signal is prohibited.

These requirements do not apply in territories where specified in Sub District Special Instructions.

4.3 TIMETABLE CHARACTERS *Addition:*

A .....Ticket Clerk
B .....General Order Board
C.....Standard Clock
D .....Passenger Stop
F.....Facsimile Machine
H.....Control Point
J.....Junction
M.....Manual Interlocking
P.....Telephone
R.....Radio
S.....Siding
T.....Turntable or Wye
X .....Crossover
X(2).....Multiple Crossovers
Y.....Yard

4.4 EMPLOYEE TRAIN SCHEDULE *Addition:*
Schedules of passenger trains are shown in the Employee Train Schedule. Employees concerned or whose duties are affected by the movement of these trains must have a copy in their possession while on duty. The Employee Train Schedule does not convey authority.

Sunday schedules are in effect New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

4.4.1 SCHEDULE TIME *Addition:*
Where one time is shown, it is the leaving time; except at terminating stations, it is the arriving time. Where two times are shown, they are the arriving and leaving times.

Times shown in shading are approximate times which do not restrict train movement. Times not shaded indicate a regular stop and trains must not leave ahead of these times. At Flag Stops, trains will stop to discharge passengers on notice to Conductor and to pick up passengers on station platform visible to the Engineer.

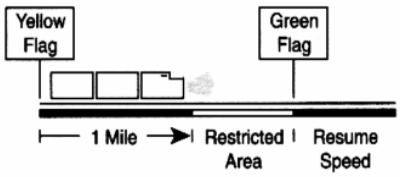
Except as otherwise provided, trains scheduled to receive or discharge passengers must not leave the point where passengers are received or discharged before the leaving times shown.

Schedule times shown for Empty Equipment Trains are for information only. Empty Equipment Trains may operate in advance of these times.

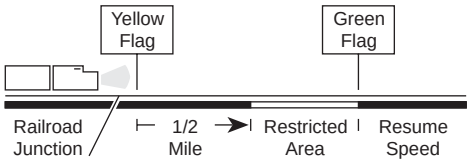
4.4.2 SCHEDULE SYMBOLS *Addition:*
The following symbols when placed in the schedule column of the Employee Train Schedule indicate:

A..... Arrive
L.....Leave
Y..... Arrive or Leave Yard
s..... Regular Stop
f.....Flag Stop
DH.....Empty Equipment Train

5.4.2 DISPLAY OF YELLOW FLAG *Change:*
A. Restriction Specified in Writing
One Mile Ahead of Restricted Area. Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, employees must display a yellow flag 1 mile before the restricted area.



Less than One Mile Ahead of Restricted Area. When the restricted area is close to a terminal, junction or another area, employees will display the yellow flag less than 1 mile before the restricted area. This information will also be included in the track bulletin, track warrant, track permit or general order.



Once the Train Reaches the Restricted Area. The speed specified by track warrant, track bulletin, track permit, general order or radio speed restriction must not be exceeded until the rear if the train clears the restricted area.

B. Restriction is Not Specified in Writing
When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant, track permit or general order, once the train is 1 mile beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:

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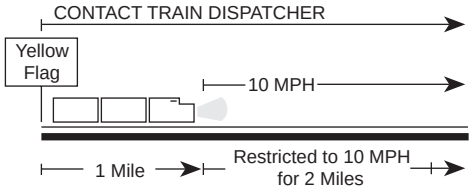
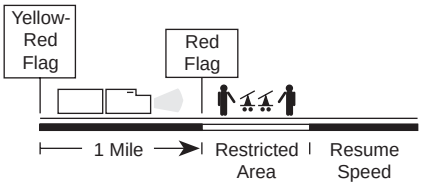
a. Passed a green flag.
   or
b. Traveled 3 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.

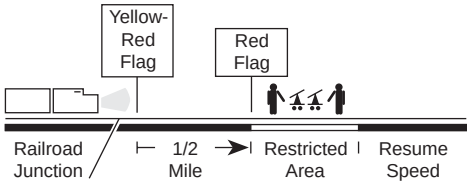


5.4.3 DISPLAY OF YELLOW-RED FLAG
Addition:
The first and second paragraphs of GCOR Rule 5.4.3 (Display of Yellow-Red Flag) [*See page GCOR-3*] do not apply on Metra Sub Districts.

Change:
A. Restriction Specified in Writing:
One Mile Ahead of Restricted Area. Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 1 mile before the restricted area.



Less Than One Mile Ahead of Restricted Area. When the restricted area is close to a terminal, junction or another area, employees will display the yellow-red flag less than 1 mile before the restricted area. This information will also be included in the track bulletin, track permit, track warrant or general order.



B. Restriction Is Not Specified in Writing
When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track permit, track warrant or general order, crew members must be prepared to stop short of a red flag 1 mile beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). If no red flag is displayed:

1. Move at restricted speed.
2. Increase speed only after:

   a. A crew member has received permission from the employee in charge.
      or
   b. The leading wheels of movement are 3 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin protecting men or equipment is in effect at that location.

Addition:
Yellow-red flags will not be displayed:

- When roadway workers and/or equipment are working under track and time, track permit or foul time.
  or
- In advance of orange working limits banners displayed by Flagmen.

5.5 PERMANENT SPEED SIGNS *Change first paragraph to read:*
Permanent speed signs, where installed, will be placed 1,320 feet in advance of permanent speed restrictions. Signs may be placed to the left or right of main track as viewed by an approaching train. Numbers on the face of these signs indicate the highest speed permitted over the limits of the restriction.

Addition:
Passenger Train Crossover Speed Signs
Passenger train crossover speed signs will be placed 1,320 feet in advance of power-operated crossover switches between main tracks in territory where the Maximum Authorized Speed or Permanent Speed Restrictions for passenger trains are greater than 30 MPH. Signs will be placed on the field side of outside main tracks as viewed by an approaching train. The number on the face of these signs indicates the highest speed permitted for trains consisting entirely of passenger equipment through the diverging route of the crossover.

Crew members of trains consisting entirely of passenger equipment making diverging movement through the crossover must not exceed the speed shown on the crossover speed sign until the rear of the train has cleared the crossover.

5.6 UNATTENDED FUSEE *Change third paragraph to read:*
After stopping, proceed at restricted speed until head end is 1 mile beyond the fusee.

5.7 TORPEDOES *Change:*
Torpedoes will not be used.

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5.8.1 RINGING ENGINE BELL *Addition:*
Engine bell must be rung when approaching and passing:

- Station platforms at passenger stations.
- Men or Equipment.

5.8.2 SOUNDING WHISTLE *Addition:*
Whistle signal 5.8.2(7) must be sounded, regardless of any whistle prohibitions, when meeting or passing the head end or rear end of a train that is:

- Stopping, standing or starting from a station platform, except at downtown Chicago terminals or stations with high level platforms.
  or
- At or near a grade crossing.

5.8.4 WHISTLE QUIET ZONES *Add New Rule:*
At public crossings designated in Special Instructions, whistle signal 5.8.2(7) must not be sounded, except as otherwise specified. "No Whistle" roadway signs will be placed 1,320 feet in advance of these crossings.

5.9.1 DIMMING HEADLIGHT *Addition:*
Except when the engine is approaching and passing over a public crossing at grade, including authorized pedestrian crosswalks, the headlight may be dimmed when approaching and passing the head end of a train only at night.

5.9.5 DISPLAYING DITCH LIGHTS *Addition:*
Display ditch lights, if equipped to the front of the train when the headlight is on bright.

Locomotives must not be operated as the lead unit out of the train's initial terminal unless both ditch lights are operating. However, if no units are equipped with ditch lights, do not exceed 15 MPH over public crossings until occupied

If one ditch light fails enroute, the train may proceed, but repairs must be made by the next daily inspection. If two ditch lights fail enroute, the train may proceed, but not exceeding 15 MPH over public crossings until occupied, but must not travel beyond the first point where repairs may be made or until the next daily inspection, whichever occurs first.

5.17 ORANGE WORKING LIMITS BANNERS *Add New Rules:*
5.17.1 Display of Orange Working Limits Banner
Orange working limits banners are displayed to establish working limits, protecting roadway workers and/or equipment, at locations where trains or on-track equipment must stop. The orange working limits banner is made of orange material with the words "WORKING LIMITS" stenciled on it.

A. Main Tracks and Controlled Sidings
Orange working limits banners can be displayed on main tracks or controlled sidings at or within the limits of the following authorities:

- Form B Track Bulletin
- Form D Track Bulletin
- Joint Track and Time
  or
- Joint Track Permit

At or within the limits of the above authorities, trains or on-track equipment approaching an orange working limits banner must stop short of the orange working limits banner and not proceed unless the employee in charge gives verbal permission, including the milepost location of the orange working limits banner. If multiple orange working limits banners are displayed, trains must be advised of the mile post location of each orange working limits banner before entering the limits. If verbal permission is received before the train or on track equipment stops, the train or on-track equipment may pass the orange working limits banners without stopping.

Within current of traffic, banners must be placed in both directions on each track affected.

B. Other than Main Tracks and Controlled Sidings
Orange working limits banners can be displayed on other than main tracks or controlled sidings.

On other than main tracks or controlled sidings, trains or on-track equipment approaching an orange working limits banner must stop short of the orange working limits banner and not proceed unless the employee in charge gives verbal permission. If verbal permission is received before the train or on-track equipment stops, the train or on-track equipment may pass the orange working limits banner without stopping.

5.17.2 BANNER LOCATION
Banners will be displayed only on the track affected.

They must be displayed to the right of the track as viewed from approaching train, except in multiple track territory or where sidings are adjacent to main track(s), they will be placed on the field side of outside tracks. Banners will be displayed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order. When banners are displayed beyond the first rail of an adjacent track, the banners will not apply to the track on which the train is moving.

When banners are displayed for a main track or controlled siding where no Form B or Form D Track Bulletin, no Track and Time or no Track Permit is in effect, trains must stop short of the banner, if

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consistent with good train handling. After stopping, the train must proceed at restricted speed until the head end is 1 mile beyond the banner. The location of the banner must be reported to the train dispatcher.

6.3 MAIN TRACK AUTHORIZATION *Change:*
Do not occupy main tracks unless authorized by one of the following:

- Rule 6.13.1 (Conditional Yard Limits)
- Rule 9.14 (Movement with the Current of Traffic)
- Rule 9.14.2 (Controlled Block System)
- Rule 9.15 (Track Permits)
- Rule 10.1 (Authority to Enter CTC Limits)
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- Special instructions or general order.

6.4.1 PERMISSION FOR REVERSE MOVEMENTS *Change first paragraph to read:*
Obtain permission from the train dispatcher or control operator before making a reverse movement.

6.13.1 CONDITIONAL YARD LIMITS *Add New Rule:*
Conditional Yard Limits, designated by Conditional Yard Limit signs, may be established on specified main track(s) between designated points:

- By track bulletin or general order for hours and/or days indicated using the following format:

  "Conditional Yard Limits are in effect on the (Name) Sub District between MP ____ (or Location) and MP ____ (or Location) on (Track or Tracks) from (Time and Date) until (Time and Date)."
  or
- Verbally by the train dispatcher in an emergency, when authorized by the Superintendent, using the following words to notify each movement before it enters the Conditional Yard Limits:

  "Conditional Yard Limits are in effect on the (Name) Sub District between MP ____ (or Location) and MP ____ (or Location) on (Track)."

The notification must repeated to and confirmed by the train dispatcher with "That is correct."

All movements within Conditional Yard Limits must be made in accordance with the provisions of Rule 6.13 (Yard Limits) and movements must not be made against the current of traffic unless authorized by the train dispatcher, who must first insure that no opposing movements have been authorized.

6.19 FLAG PROTECTION *Addition:*
Flag protection is not required against following trains on the same track if:

- Train is within ABS limits and the rear of the train is protected by at least two block signals or one block signal and following trains are required by rule or special instruction to approach that signal at restricted speed.
- Rear of the train is within CTC, CBS or interlocking limits.
  or
- Train is moving against current of traffic.

Minimum flagging distance is 1 mile where maximum authorized passenger speed is over 35 MPH and ½ mile where maximum authorized passenger speed is 35 MPH or less. When flag protection is required, Flagman after having gone out the prescribed distance will remain at that location until recalled or a following train is stopped. When recalled, leave a lighted fusee.

6.25 MOVEMENT AGAINST THE CURRENT OF TRAFFIC *Addition:*
Movements against the current of traffic must be authorized by Rule 9.15 (Track Permits), unless otherwise specified.

Trains moving against the current of traffic must approach block signals, interlocking signals and facing point hand-operated switches prepared to stop unless:

- The track is clear.
- Switches are properly lined.
- Signals indicate proceed.

6.28 MOVEMENT ON OTHER THAN MAIN TRACK *Addition:*
Not exceeding 10 MPH.

6.30 RECEIVING OR DISCHARGING PASSENGERS Addition:
When a passenger train is receiving or discharging passengers, a freight train must not pass on an adjacent track.

6.32.2C AUTOMATIC WARNING DEVICE MALFUNCTION MESSAGE *Add New Rule:*
The Conductor and Engineer must have copies of Automatic Warning Device Malfunction Message forms for each Sub District on which they will operate and must complete "To" and "Date" lines prior to departure.

When notified that automatic warning devices are malfunctioning, mark the Box(es) and Item(s) for the Line(s) on the form as instructed and be governed by the preprinted instructions for the Item(s) marked. Instructions must be repeated and confirmed by the transmitting employee with "That

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is correct." When confirmed by the transmitting employee, mark the "That is correct" Box(es).

Restrictions received remain in effect on subsequent trips unless voided.

8.2 POSITION OF SWITCHES *Addition:*
Within current of traffic territory, outside yard limits, after a hand-operated main track switch is operated, BEFORE leaving the location of the switch, the employee handling the switch must:

- If a crew member, verbally notify the engineer that the "Switch is LINED, LOCKED and CHECKED in normal position."
  or
- If other than a crew member, verbally notify the train dispatcher that the "Switch is LINED, LOCKED and CHECKED in normal position."

9.1 SIGNAL ASPECTS AND INDICATIONS *Addition:*
Block or interlocking signals which govern the approach to interlockings or control points are identified by two orange retro-reflective stripes.

9.5 WHERE STOP MUST BE MADE *Change third bullet to read:*
- Report it to and be governed by instructions of the train dispatcher.

9.12.5 CBS TERRITORY *Add New Rule:*
At a signal displaying a Stop indication, if no conflicting movement is evident, the train will be governed as follows:

- A crew member must immediately contact the control operator.
- Before authorizing the train to proceed, the control operator must know that the route is properly lined and no conflicting movement is occupying or authorized to enter the track between that signal and the next absolute signal governing movement or the end of CBS where applicable.
- When the train receives these instructions, "After stopping, (train) at (location) has authority to pass signal displaying Stop indication, "specifying route where applicable, the train must move at restricted speed.

9.14 MOVEMENT WITH THE CURRENT OF TRAFFIC *Addition:*
On tracks designed in the timetable, trains will run with the current of traffic, if the train dispatcher gives verbal authorization or a controlled signal indicates proceed.

9.14.1 REPORTING CLEAR OF A TRACK HAVING A CURRENT OF TRAFFIC *Addition:*
A train without a crew member on the rear and operating on a track having a current of traffic may report clear of the limits or report having passed a specific location only when it is known the train is complete. This may be determined by one of the following ways:

- The rear of the train has a rear-end telemetry device, and air pressure on the head-end device indicates brake pipe continuity.
- An employee verifies the marker is on the rear of the train.
- A crew member can observe the rear car of the train on which the marker is placed.
- The train is stopped and an inspection verifies that the marker is on the rear car of the train.

9.14.2 CONTROLLED BLOCK SYSTEM (CBS) *Add New Rule:*
On designated tracks specified in the timetable, train movements will be authorized by a controlled signal indication or verbal authority from the control operator. The control operator must verify that conflicting movements are protected before giving authority. The authority will establish the current of traffic on tracks designated for movement in both directions.

A train must not enter or occupy any track within CBS limits unless:

- A governing signal displays a proceed indication.
  or
- Verbal authority is granted.

Movement must proceed only in the direction authorized unless authority is granted to move in both directions in accordance with Rule 9.15 (Track Permits).

A movement that clears any track within CBS limits must not re-enter that track without new authority unless the switch is left open.

9.15 TRACK PERMITS *Addition:*
On tracks designated in the timetable, a track permit will authorize:

- A train to occupy the main track or tracks between specific points.
  or
- A train to operate against the current of traffic outside yard limits.

The track permit must be issued by a designated control operator under the direction of the train dispatcher. Within the limits, movements may be made only in the direction(s) specified in Box 1.

A train must obtain authority to pass a controlled signal displaying Stop indication to enter track permit limits. Within track permit limits a train, after stopping, may pass a signal displaying Stop indication at restricted speed without further

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authority, except when signal governs movement at an interlocking.

Track permit Box 3 can be issued in any main track territory to convey information concerning:

- Track bulletins in effect when trains are not required or are unable to secure a track warrant.
- Unforeseen speed or track restrictions.

The provisions of Rule 9.15.2 (Clearing Track Permits) do not apply to a track permit issued only to convey information concerning track bulletins or speed or track restrictions which does not grant authority.

9.15.1 ISSUING TRACK PERMITS *Addition:*
Track Permit Acknowledgment
Track permit authority must be recorded and repeated to the control operator. Acknowledgment must be received before being acted upon.

More than One Track Permit
If more than one track permit is in effect at any time within the same limits, all affected trains or employees must be notified and trains must move at restricted speed within these limits.

Before track permit Box 2 is issued to trains with machines, track cars or employees, the employee in charge of the machines, track cars or employees must grant permission. When track permit Box 2 is issued to trains with machines, track cars or employees, trains must not enter the limits unless instructed by the employee in charge of the machines, track cars or employees and that employee directs all movements.

When track permit Box 2 is issued to trains with other trains, contact between trains is not required.

9.15.2 CLEARING TRACK PERMITS *Addition:*
Track permit limits must be cleared and reported clear to the control operator before time expires. If the track permit is released before time expires, all equipment must be clear of the limits and reported clear to the designated control operator.

The employee must request any additional time before the authorized time has expired. If the employee is not clear when the time expires or if the control operator cannot be contacted, authority is extended until the control operator is contacted.

Employees reporting clear of track permit authority must state:

- Their name or other identification.
- Track permit number being released.
- Limits being released.

10.3 TRACK AND TIME *Addition to Item C:*
Upon request, the holder of track and time may release a portion of the original track and time limits to the control operator. The holder must be clear of the portion of the limits being released before releasing that portion of the authority. The control operator will convey the change to the holder using the following words:

"Track and time (number) now reads between (location) and (location)."
The holder must not re-enter the released portion unless new track and time authority is granted.

10.3.3 JOINT TRACK AND TIME *Addition:*
Joint track and time must not be issued to trains with machines, track cars or employees unless the employee in charge of the machines, track cars or employees grants permission. When joint track and time is granted to trains with machines, track cars or employees, trains must not enter the limits unless instructed by the employee in charge of the machines, track cars or employees and that employee directs all movements.

When joint track and time is granted to trains with other trains, contact between trains is not required.

10.3.4 TRACK AND TIME ACKNOWLEDGMENT
Change first paragraph to read:
Track and time authority must be recorded and repeated to the control operator. The control operator will check the repeated information and, if correct, will say "OK" and give the time and his name. The employee will record the "OK" time and the control operator's name on the track and time form and repeat them to the control operator. Track and time authority is not in effect until the "OK" time has been recorded, repeated and acknowledged.

14.0 TRACK WARRANTS *Addition:*
Track warrants will not be used to grant main track authorization. Track warrants will only be used to:

- Void a track warrant (Line 1).
- Provide information covering "Track Bulletins In Effect" (Line 16).
- Provide "Other Specific Instructions" (Line 17).

Line 17 may be used to issue an unforeseen track restriction.

Unless otherwise provided, all trains on or entering Metra track must secure a track warrant. Where the track warrant is issued to multiple trains at one location, it may be addressed to "C&E Trains Starting".

Track warrants remain in effect for the entire tour of duty, unless voided.

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14.10 TRACK WARRANT IN EFFECT *Addition:*
Track warrants will be numbered consecutively beginning at 3:01 AM each day and remain in effect until 3:01 AM the following day unless made void. A track warrant that will become effective at 3:01 AM may be issued and have an "OK" time before 3:01 AM.

14.13.1 FACSIMILE (FAX) MACHINES *Add New Rule:*
Fax machines are in service at stations indicated in Timetable Station Column 4.3 for the purpose of receiving track warrants, track bulletins and messages.

The conductor or engineer, upon reporting for work at the designated point, will request a track warrant and track bulletins from the appropriate station unless otherwise provided. Upon request, the appropriate station will transmit track warrant and track bulletins to the designated point. After receiving track warrants and track bulletins transmitted by fax, crew members must check them to determine that they are legible and complete.

In the event that the fax machine fails to function as intended, the conductor or engineer must communicate with the appropriate station and be governed by instructions received.

15.0 TRACK BULLETIN RULES *Addition:*
TRACK BULLETIN FORMS
Form A - Temporary speed restriction specified in writing.
Form B - Protection of men and equipment fouling a main track or other tracks designated in Special Instructions.
Form C - Look out for men and equipment near but not fouling the main track. Move at speed specified sounding whistle signal 5.8.2(8) and bell through the limits.
Form D - May be used to remove a main track from service or to provide other information affecting train movements or safety.

15.2 PROTECTION BY TRACK BULLETIN FORM B *Change Item A words granting verbal permission to read:*
"Foreman (or Flagman) using track bulletin NO.___ line NO.___ between MP _____ and MP _____ on _____ Sub District."

Change Item A 1 to read:
1. To permit a train to pass a red flag (or orange working limits banner) without stopping, add the following:

   • "(Train) may pass red flag (or orange working limits banner), located at MP_____ without stopping."

   Unless otherwise restricted, the train may pass the red flag (or orange working limits banner) at restricted speed without stopping.

   If additional red flags (or orange working banners) are displayed within the limits, the train must be advised of the mile post location of all the red flags (or orange working banners) before entering the limits.

Change second bullet of Item A 2 to read:
   • "(Train) may proceed through the limits at _____MPH (or maximum authorized speed) but not exceeding _____MPH between/at (specifying location) (specifying track when necessary)."

   Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

Change second sentence of Item C to read:
A red flag (or orange working limits banner) must be displayed at the beginning of the limits.

15.13 VOIDING TRACK BULLETINS *Addition:*
Unless made void, each day's track bulletins are void at 3:01 AM the following day.

20.0 ADDITIONAL RULES AND INSTRUCTIONS *Addition:*
20.1 CLEARANCE AND WEIGHT RESTRICTIONS
All cars or equipment, with or without loads, including loaded double stack cars that exceed clearance and weight restrictions shown in Sub District Special Instructions or any load contained on a car longer than 54 ft. 6 in. so that the lading exceeds the width of the car or extends over the end sill(s) of the car; must not be moved on Metra tracks unless excessive load/weight clearance has been obtained from Metra Engineering Department. [708 293-6164]

20.2 HAZARDOUS MATERIALS
Employees who in any way handle hazardous materials must have a copy of the instructions for handling these materials. Employees must be familiar with and comply with these instructions or regulations.

Before movement of trains containing such materials are authorized to occupy Metra tracks, the conductor, or other qualified employee, must notify the train dispatcher or control operator.

Any incident involving a potential release of hazardous material must be immediately reported to the train dispatcher or control operator. Extreme caution must be exercised to insure passengers and employees are not exposed to hazardous materials.

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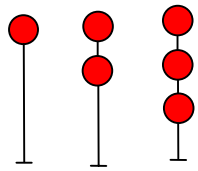
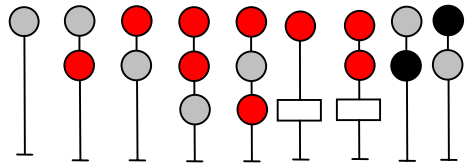
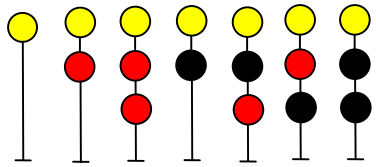
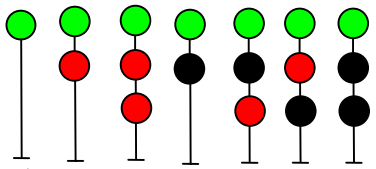
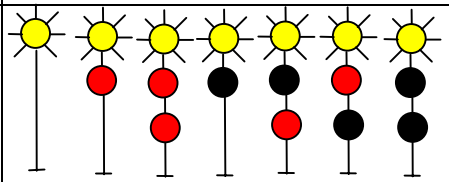
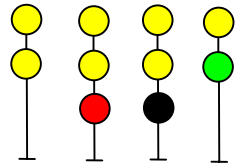
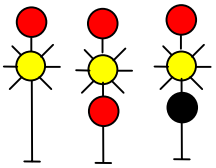
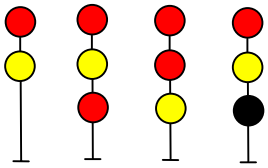
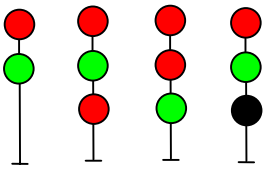
METRA BLOCK AND INTERLOCKING SIGNALS			
RULE	ASPECT	NAME	INDICATION
9.1.1		STOP	STOP.
9.1.2		RESTRICTING	PROCEED AT RESTRICTED SPEED.
9.1.4		APPROACH	PROCEED PREPARED TO STOP AT NEXT SIGNAL, TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE TO THAT SPEED.
9.1.5		CLEAR	PROCEED.
9.1.6		ADVANCE APPROACH	PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH AND PREPARED TO STOP AT THE SECOND SIGNAL. PASSENGER TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE SPEED BY 5 MPH.
9.1.7		APPROACH DIVERGING	PROCEED PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT. PASSENGER TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE SPEED BY 5 MPH.
9.1.8		DIVERGING ADVANCE APPROACH	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH AND PREPARED TO STOP AT THE SECOND SIGNAL.
9.1.9		DIVERGING APPROACH	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO STOP AT NEXT SIGNAL, TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE TO THAT SPEED.
9.1.10		DIVERGING CLEAR	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT.

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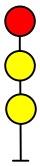
METRA BLOCK AND INTERLOCKING SIGNALS Continued			
RULE	ASPECT	NAME	INDICATION
9.1.11		DIVERGING APPROACH DIVERGING	PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT.

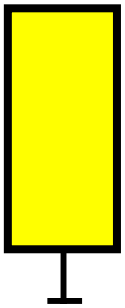
The following symbols are used in the diagrams of signal aspects:

- To indicate a number plate.
- To indicate a flashing light.
- To indicate a lunar aspect.
- To indicate a dark aspect.

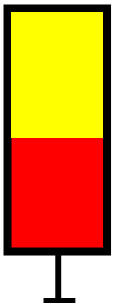
Aspects shown in Rules 9.1.2 through 9.1.7 may be displayed on signals with or without a number plate on the signal mast.

Power On Lights - On the track side of signal bungalows and relay cases, there is a white light indicator that is continuously illuminated. When these lights are extinguished, it is an indication that the power is off. Employees observing these lights extinguished must report them to the train dispatcher.

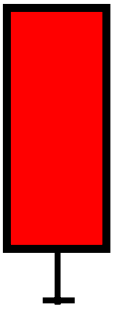
METRA TRACK FLAGS, BANNERS AND ROADWAY SIGNS



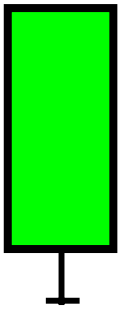
YELLOW FLAG
Displayed in accordance with Rule 5.4.2
(Display of Yellow Flag)
(Track Bulletin Form A)



YELLOW-RED FLAG
Displayed in accordance with Rule 5.4.3
(Display of Yellow-Red Flag)
Rule 15.2
(Track Bulletin Form B)



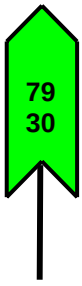
RED FLAG
Displayed in accordance with Rule 5.4.3
(Display of Yellow-Red Flag)
Rule 5.4.7
(Display of Red Flag or Red Light)
Rule 15.2
(Track Bulletin Form B)



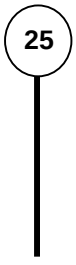
GREEN FLAG
Displayed in accordance with Rule 5.4.5
(Display of Green Flag)

ORANGE WORKING LIMITS BANNER
Displayed in accordance with Rule 5.17
(Orange Working Limits Banner)
Rule 15.2
(Track Bulletin Form B)

Advance Warning Sign

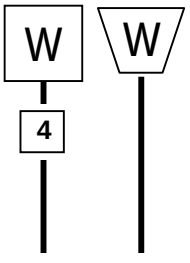


Resume Speed Sign



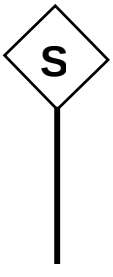
Passenger Train Crossover Speed Sign

PERMANENT SPEED SIGNS
Displayed in accordance with Rule 5.5



Sound Whistle

No Whistle



Station One Mile

CROSSING SIGNS
Displayed in accordance with Rule 5.8.2(7) and Rule 5.8.4.
Numeral indicates number of crossings not more than 1/4 mile apart.

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JOLIET SUB DISTRICT

RADIO FREQUENCY 161.340 – AAR CHANNEL #82

Terminal Dispatcher - Chicago [312 322-2854] has jurisdiction between Chicago and east interlocking limits at Gresham Junction.

Road Dispatcher - Chicago [312 322-2856] has jurisdiction between east interlocking limits at Gresham Junction and END NIRC at MP 40.6.

Mile Post	W ↓ STATIONS ↑ E	Rule 4.3	Type of Operation	Control of Manual Interlockings and Control Points	WWD Miles to Next Station
0.0	Chicago	ABCD FPRY	Other Than Main Track		0.4
0.4	Chicago Terminal	MY X(2)	Manual Interlocking	Terminal Dispatcher	0.7
			3MT - CTC		
1.1	16th Street Tower *CN Crossing, Jct. SCAL*	BCFJ MPR X(2)	Manual Interlocking	Operator- 16th Street Tower	2.7
			2MT - CTC		
3.8	CP Pershing *Jct. CRL*	HJT X(2)	3MT - CTC	Terminal Dispatcher	0.4
4.2	CP Wash *Track No. 3 Only*	H		Terminal Dispatcher	0.3
4.5	CP 46th Street	EHY X(2)		Terminal Dispatcher	1.0
5.5	CP 54th Street	HYX	2MT - CTC	Terminal Dispatcher	1.2
6.7	Englewood *NS Crossing*	M	Manual Interlocking	Terminal Dispatcher	3.1
9.8	Gresham	D	2MT - CTC		0.1
9.9	Gresham Jct. *Jct. Beverly Sub District, CRL*	BCFJ MPRT X(2)	Manual Interlocking	Operator - Gresham Tower	1.0
10.9	Longwood	D	2MT - CTC		1.1
12.0	Washington Heights	D			2.4
14.4	Purington	Y			1.2
15.6	MED Connection *Jct. Metra Electric District*	J			0.1
15.7	Blue Island	ABCD FMPR TY	Manual Interlocking MP 15.7 - MP 17.5	Operator - Blue Island	0.2
15.9	Western Ave. Jct. *Jct. Beverly Sub District, CRL*	JM X(2)			1.3
17.2	Robbins *Jct. CSXT*	DJM X(2)			1.2
18.4	Midlothian	ADP	2MT - CTC		2.0
20.4	Oak Forest	ADP			2.8
23.2	CP 66th Court	HX(2)		Road Dispatcher	0.3
23.5	Tinley Park	ADP			1.6
25.1	80th Avenue	ADP			2.1
27.2	Hickory Creek	D			2.4

JOLIET SUB DISTRICT Continued

Mile Post	W ↓ STATIONS ↑ E	Rule 4.3	Type of Operation	Control of Manual Interlockings and Control Points	WWD Miles to Next Station
29.6	CP Mokena	ADHPR X(2)	2MT - CTC	Road Dispatcher	4.4
34.0	New Lenox	ADP			1.5
35.5	CP 35.5	HX(2)		Road Dispatcher	3.4
38.9	EJ&E Crossing *Jct. EJ&E*	JM	Manual Interlocking	Road Dispatcher	0.6
39.5	CP Miller Street	HYX	2MT - CTC	Road Dispatcher	0.4
39.9	CP Richards St. *End 2 Main Tracks*	BCFHP Y	CTC	Operator - U.D. Tower	0.2
			CBS		
40.1	U.D. Tower *BNSF-UP Crossings, Jct. UP*	BCFJM PR	Manual Interlocking	Operator - U.D. Tower	0.1
40.2	Joliet	ACDP	CBS		0.4
40.6	END NIRC *Jct. CSXT*	J			

MAIN TRACKS, SIGNAL SYSTEMS, CURRENT OF TRAFFIC AND GOVERNING RULES

- Three main tracks are in use between Chicago Terminal and 16th Street Tower and between CP Pershing and CP 46th Street. Main tracks are numbered from South to North as Track No. 1, Track No. 2 and Track No. 3.
- Two main tracks are in use between 16th Street Tower and CP Pershing and between CP 46th Street and CP Richards Street. Main tracks are numbered from South to North as Track No. 1 and Track No. 2.
- Main tracks end:
  Chicago – At east interlocking limits Chicago Terminal.
  CP 46th Street - Track No. 3 – At EWD absolute signal.

Between	Tracks	Direction	Signal System	Rules in Effect
Chicago Terminal & 16th Street Tower	1-2-3	Both	CTC	10.1 – 10.3.4
16th Street Tower & CP Pershing	1 & 2	Both	CTC	10.1 – 10.3.4
CP Pershing & CP 46th Street	1-2-3	Both	CTC	10.1 – 10.3.4
CP 46th Street & CP Richards Street	1 & 2	Both	CTC	10.1 – 10.3.4
CP Richards Street & MP 40.6	Main	Both	CBS	9.14.2

	MPH PSGR	FRT
MAXIMUM AUTHORIZED SPEED	**79**	**30**
PERMANENT SPEED RESTRICTIONS		
Chicago (End of Track) to Signal Bridge A	10	10
Signal Bride A to Signal Bridge B	25	10
Signal Bridge B to MP 1.1	30	10
MP 1.1 to MP 1.7	55	
Except: CN Crossing at 16th Street Tower	20	10
On SCAL Connection Track at 16th Street Tower	10	10
MP 1.3 to MP 1.7	45	20
MP 3.8 to MP 4.6 - Track No. 3	25	25

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	MPH PSGR	FRT
MP 6.2 to MP 7.2	70	
Except: MP 6.6 to MP 6.9	40	20
MP 7.0 to MP 7.2	60	
MP 9.8 to MP 16.0	60	
Except: MP 9.8 to MP 9.9	30	15
MP 9.9 to MP 10.1	40	25
MP 9.9 - Over Puzzle Switch at Gresham Junction	10	10
MP 31.2 to MP 31.5	65	
MP 33.8 to MP 34.4	60	
MP 36.6 to MP 37.9	70	
MP 38.9 to MP 40.1	40	
Except: On UP Connection Track at U.D. Tower	10	10
MP 40.1 to MP 40.6	25	20
Other than Main Track	10	10
Except: MP 4.2 to MP 4.6- On Track No. 6 at 47th Street Yard	15	
SPEED THROUGH TURNOUT OF SWITCHES		
Through No. 15 Switches at Following Locations:	25	25
MP 1.1 16th St. Tower Interlocking – All Switches Except SCAL Connection Switch		
MP 3.9 CP Pershing – Switch to Track No. 3		
MP 4.5 CP 46th Street – Crossovers Between Main Tracks No. 1 and No. 2		
MP 5.5 CP 54th Street – Crossover Between Main Tracks		
MP 9.8, MP 10.0 and MP 10.4 Gresham Jct. - Crossovers Between Main Tracks		
MP 15.8 Blue Island Interlocking – First Crossover Between Main Tracks West of Grove Street		
MP 16.0 Western Ave. Jct. – West Crossover Between Main Tracks		
MP 17.2 and MP 17.3 Robbins – Crossovers Between Main Tracks		
MP 29.6 and MP 29.7 CP Mokena – Crossovers Between Main Tracks		
MP 39.9 CP Richards St. – Switch at End of 2 Main Tracks		
Through No. 20 Switches at Following Locations:	40	
MP 3.7 and MP 3.8 CP Pershing – Crossovers Between Main Tracks		
MP 23.2 and MP 23.3 CP 66th Court – Crossovers Between Main Tracks		
MP 35.3 and MP 35.5 CP 35.5 – Crossovers Between Main Tracks		
Through Turnout of All Switches Not Otherwise Specified	10	10
EQUIPMENT AND TEMPERATURE SPEED RESTRICTIONS		
Light Engine	35	30
Temperature 0 to –10 degrees Fahrenheit	65	
Temperature – 10 to – 25 degrees Fahrenheit	60	
Temperature below – 25 degrees Fahrenheit	50	

When ambient temperature exceeds 95 degrees Fahrenheit, speed must be reduced by 10 MPH below the maximum authorized timetable speed where maximum authorized speed is greater than 35 MPH. This restriction does not apply where speed is 35 MPH or less on permanent or temporary speed restrictions.

TRAIN DISPATCHER WILL ADVISE WHEN TEMPERATURE SPEED RESTRICTIONS ARE IN EFFECT.

5.8.2 SOUNDING WHISTLE *Addition:*

At Oak Forest, Tinley Park and Mokena Passenger Stations – Daily except Saturdays, Sundays and Holidays, from 6:00 AM until 9:30 AM, all westward trains must sound whistle signal 5.8.2(7) for the pedestrian crosswalks in addition to ringing engine bell.

At Oak Forest Passenger Station – Daily except Saturdays, Sundays and Holidays, all eastward trains must sound whistle signal 5.8.2(7) for the pedestrian crosswalk in addition to ringing engine bell.

6.21 PRECAUTIONS AGAINST UNUSUAL CONDITIONS

Flash Flood Warnings:

When trains are advised by the train dispatcher or control operator that a flash flood warning is in effect, trains must approach the following locations at restricted speed unless a different speed is specified by bridge watchman:

- MP 17.8 – Midlothian Creek
- MP 19.6 – Midlothian Creek
- MP 33.5 – Under NS Overhead Bridge
- MP 36.7 to MP 37.1 – Hickory Creek
- MP 37.7 – Hickory Creek

6.32.2 AUTOMATIC WARNING DEVICES

At CP Mokena – The automatic warning devices at Mokena Street, MP 29.6, and Wolf Road, MP 29.8, will not activate when a proceed indication is displayed for trains stopped at the absolute signals of CP Mokena. Trains stopped at the absolute signals of CP Mokena will be governed by the following instructions:

- **Westward Trains on Both Main Tracks –** After the absolute signal at MP 29.5 displays a proceed indication for a westward train which has stopped at the signal, the leading trucks of the movement must pass the signal before the automatic warning devices will activate.
- **Eastward Trains on Both Main Tracks –** After the absolute signal at MP 29.8 displays a proceed indication for an eastward train which has stopped at the signal, the leading truck of the movement must pass the signal before the automatic warning devices will activate. The distance from the eastward absolute signals to the center of Wolf Road is 60 feet.

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Trains must not foul the crossings until the devices have been operating long enough to provide warning and the crossing gates are fully lowered.

8.12 CROSSOVER SWITCHES
Enhanced Focus Crossover Locations:
MP 4.5 CP 46th Street
MP 5.5 CP 54th Street

9.1 SIGNAL ASPECTS AND INDICATIONS
At CP Pershing – Rule 9.1.9 Diverging Approach, Aspect Red over Red over Yellow, and Rule 9.1.10 Diverging Clear, Aspect Red over Red over Green, will be displayed for WWD movements routed from Track No. 1 or Track No. 2 through the 25 MPH turnout to Track No. 3. The signals in advance will display Rule 9.1.7 Approach Diverging, Aspect Yellow over Green, for this routing.

At CP 46th Street – Rule 9.1.9 Diverging Approach, Aspect Red over Red over Yellow, and Rule 9.1.10 Diverging Clear, Aspect Red over Red over Green, will be displayed for EWD movements routed from Track No. 1 or Track No. 2 through the 10 MPH crossover to Track No. 3. The signals in advance will display Rule 9.1.7 Approach Diverging, Aspect Yellow over Green, for this routing.

9.12.5 CBS TERRITORY
At MP 40.6 – When a Stop indication is displayed on the eastward absolute signal, a crew member must contact the control operator at U. D. Tower and obtain permission to pass the Stop indication.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:
Chicago Terminal…… All Switches
16th St. Tower…..All Switches East of CN Crossing
CP Pershing…… All Switches
CP Wash……...Switch to Track No. 6
CP 46th Street…….. All Switches
CP 54th Street…….. All Switches
Blue Island-Western Ave. Jct.,
Robbins……All Switches
CP 66th Court…….. All Switches
CP Mokena……...All Switches
CP 35.5…… All Switches
CP Miller Street…… All Switches
CP Richards Street…… All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by:

- The Rock Island Terminal Dispatcher between Chicago and the east interlocking limits at Gresham Junction.
- The Rock Island Road Dispatcher between the east interlocking limits at Gresham Junction and End NIRC.

At MED Connection, MP 15.6 – In addition to receiving authority from the Rock Island District Road Dispatcher to open the electrically locked switch, a crew member must contact Metra Electric District Randolph Control [AAR Channel #61 or 312 322-2472] and receive verbal permission before removing the connection track derail and occupying Metra Electric District trackage.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 2.3 Track No. 2 – MOW Storage Track
MP 6.1 Track No. 1 – NS Connection
MP 6.4 Track No. 2 – Chicago Candle Co. Lead
MP 14.4 Track No. 2 – CRL Connection
MP 15.6 Track No. 1 – Metra Electric Connection
MP 23.5 Track No. 2 – MOW Storage Track
MP 27.0 Track No. 2 – Ozinga Lead
MP 29.6 Track No. 1 – MOW Storage Track
MP 38.8 Track No. 2 – EJ&E Connection
MP 39.7 Track No. 1 – Coach Yd Track No. 1 South

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY
Cab Signal Territory

Track No. 1	Westward	- MP 15.8 to MP 39.9
	Eastward	- MP 39.9 to MP 14.5
Track No. 2	Westward	- MP 14.5 to MP 39.9
	Eastward	- MP 39.9 to MP 14.5
Main Track		- MP 39.9 to MP 40.2

Operation of Non-Cab Signal Equipped Trains in Cab Signal Territory
Non-cab signal equipped trains operating in cab signal territory will be governed by the following restrictions:

- Must advise train dispatcher or control operator that train is non-cab signal equipped before entering main track.
- May not operate during the hours of peak commuter train service.
- Maximum authorized speed 30 MPH.
- An absolute block must be established in advance of the movement.

  - Absolute block will be established verbally by the train dispatcher or control operator by stating, "Absolute block is established in advance of your train on (track) between (point) and (point)." Absolute block limits must be designated by specifying track, where required, and exact points such as mile posts or station names.
  - If the absolute block includes the main track beyond a signal displaying Rule 9.1.2 (Restricting), non-cab signal equipped trains may pass a signal displaying Rule 9.1.2 (Restricting) within the absolute block at restricted speed without stopping.

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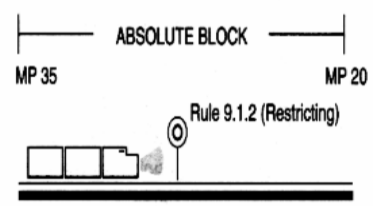
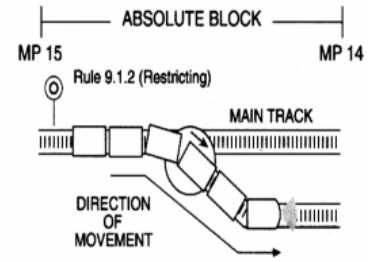


Train may pass signal at restricted speed without stopping.

- If the absolute block includes the main track beyond a signal displaying Rule 9.1.2 (Restricting), non-cab signal equipped trains may pass signal displaying Rule 9.1.2 (Restricting) at restricted speed without stopping to leave the main track through a switch that is immediately after the signal.



Train may pass signal at restricted speed without stopping.

15.2 PROTECTION BY TRACK BULLETIN FORM B
Track bulletin Form B may be used on Track No. 5 within Blue Island Interlocking.

20.1 CLEARANCE AND WEIGHT RESTRICTIONS
Clearance Restrictions
Chicago Terminal to MP 40.6:

- 11 ft. 0 in. wide above 1 ft. 4 in. ATR
- 9 ft. 10 in. wide below 1 ft. 4 in. ATR
- 18 ft. 3 in. ATR east of 16th Street Tower
- 18 ft. 9 in. ATR between 16th Street Tower and switch to south leg of wye at Root Street
- 20 ft. 3 in. ATR west of switch to south leg of wye at Root Street

6 axle locomotives must not be coupled to cars exceeding 89 ft. on UP Connection Track at U.D. Tower. When cars exceeding 89 ft. in length are handled in trains they must be separated from 6 axle locomotive by a buffer car.

Weight Restrictions
Chicago Terminal to MP 40.6:

- 263,000 lbs. maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
- 4 axle locomotives exceeding 300,000 lbs. are prohibited.

20.3 ROAD CROSSINGS AT GRADE:
Listed below are public crossings on the Joliet Sub District. Crossings are listed in station order from east to west and unless noted otherwise, all crossings are equipped with gate and flasher warning devices.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone in accordance with Rule 5.8.4 (Whistle Quiet Zones).

STREET CROSSING	CITY	DOT No.	MP
95th Street (Q)	Chicago	609-011A	10.85
97th Street (W)	Chicago	609-012G	11.12
99th Street (Q)	Chicago	608-302L	11.37
102nd Street (Q)	Chicago	608-303T	11.80
103rd Street (Q)	Chicago	608-304A	11.89
104th Street (Q)	Chicago	608-305G	12.03
105th Street (Q)	Chicago	608-306N	12.16
107th Street (Q)	Chicago	608-307V	12.41
111th Street (Q)	Chicago	608-308C	12.94
112th Street (Q)	Chicago	608-309J	13.15
115th Street (Q)	Chicago	608-310D	13.47
119th Street (W)	Chicago	608-311K	13.99
Vermont St. (W)	Blue Island	608-846J	15.61
Grove Street (W)	Blue Island	608-847R	15.70
139th Street (W)	Robbins	608-939D	17.02
147th Street (W)	Midlothian	608-941E	18.35
Crawford Ave.(W)	Midlothian	608-942L	18.74
Central Ave. (W)	Oak Forest	608-945G	21.69
167th Street (W)	Oak Forest	608-946N	21.88
66th Court (W)	Tinley Park	608-950D	23.30
Oak Park Ave.(W)	Tinley Park	608-951K	23.52
80th Avenue (W)	Tinley Park	608-953Y	25.19
191st Street (W)	Mokena	608-958H	28.01
School House Road (W)	Mokena	608-960J	29.22
Mokena St. (W)	Mokena	608-961R	29.60
Wolf Road (W)	Mokena	608-962X	29.80
Hamilton Rd. (W)	Mokena	608-963E	30.18
Cedar Road (W)	New Lenox	608-201A	34.02
Vine Street (W)	New Lenox	608-202G	34.45
Old Hickory Road (W)	New Lenox	608-203N	35.33
Gougar Rd. (W)	New Lenox	608-205C	36.13

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS

Location	Hours of Operation
Gresham Junction	Continuous except Closed 11:59 PM Saturday until 7:00 AM Sunday
All Other Locations	Continuous

During the hours Gresham Junction Tower is closed, at a signal displaying a Stop indication a crew member must immediately contact the Rock Island Road Dispatcher and be governed by instructions received.

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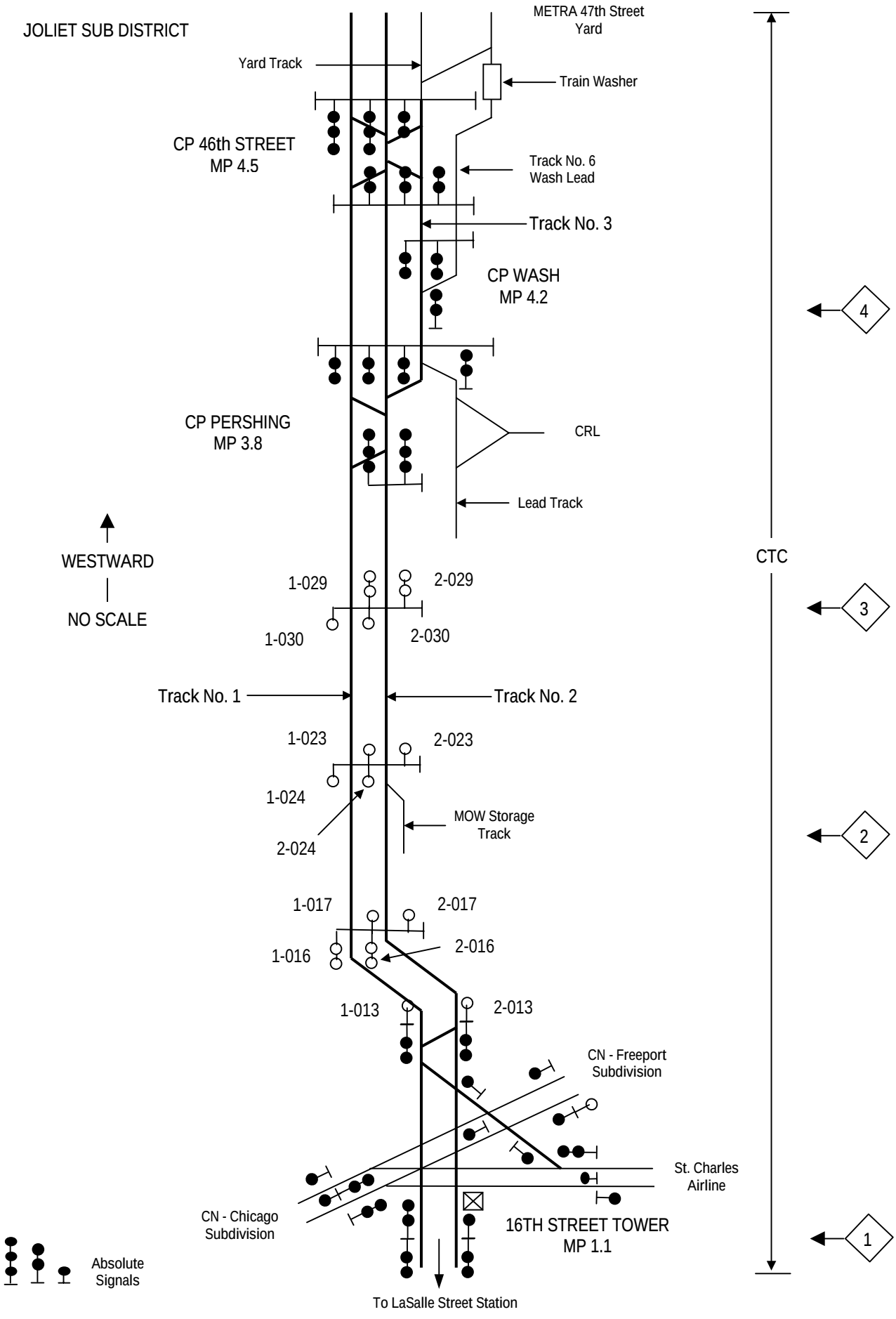
JOLIET SUB DISTRICT
METRA 47th Street Yard
Yard Track
Train Washer
CP 46th STREET MP 4.5
Track No. 6 Wash Lead
Track No. 3
CP WASH MP 4.2
CP PERSHING MP 3.8
CRL
Lead Track
WESTWARD
NO SCALE
1-029
2-029
1-030
2-030
Track No. 1
Track No. 2
1-023
2-023
1-024
2-024
MOW Storage Track
1-017
2-017
1-016
2-016
1-013
2-013
CN - Freeport Subdivision
St. Charles Airline
CN - Chicago Subdivision
16TH STREET TOWER MP 1.1
To LaSalle Street Station
CTC
4
3
2
1
Absolute Signals

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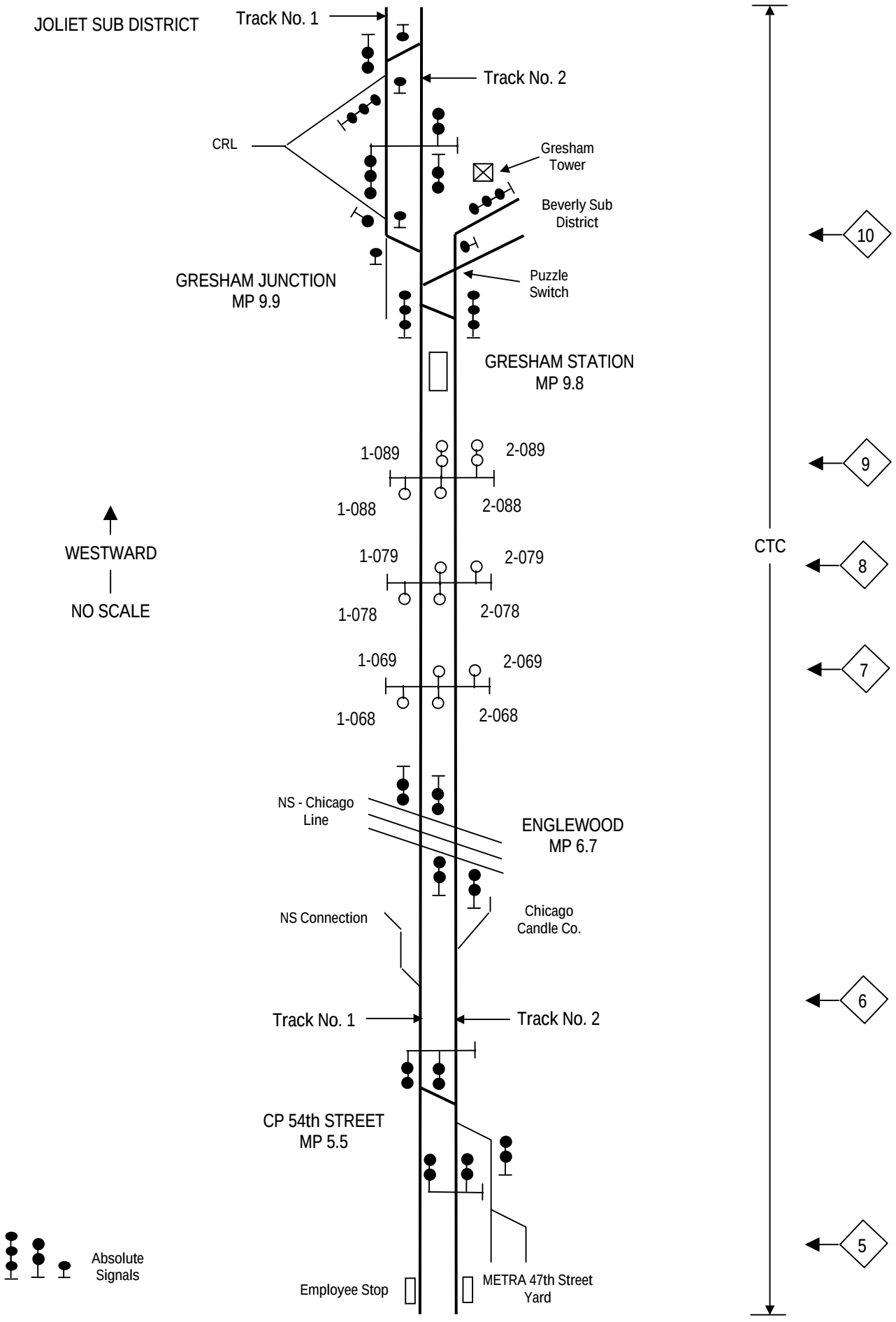
JOLIET SUB DISTRICT
Track No. 1
Track No. 2
CRL
Gresham Tower
Beverly Sub District
GRESHAM JUNCTION MP 9.9
Puzzle Switch
GRESHAM STATION MP 9.8
1-089
2-089
1-088
2-088
1-079
2-079
1-078
2-078
1-069
2-069
1-068
2-068
WESTWARD
NO SCALE
NS - Chicago Line
ENGLEWOOD MP 6.7
NS Connection
Chicago Candle Co.
Track No. 1
Track No. 2
CP 54th STREET MP 5.5
Absolute Signals
Employee Stop
METRA 47th Street Yard
CTC
10
9
8
7
6
5

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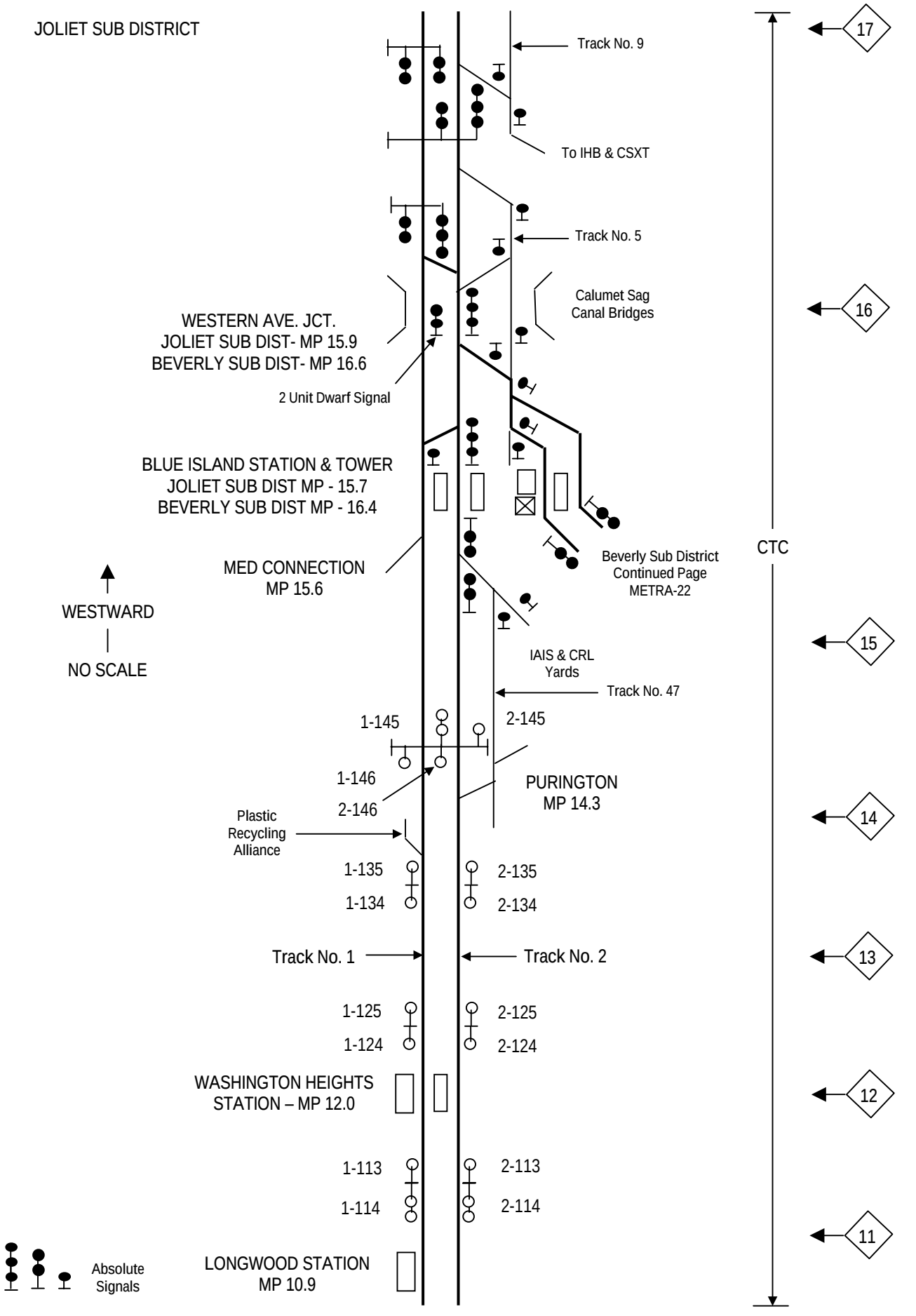
JOLIET SUB DISTRICT
Track No. 9
To IHB & CSXT
Track No. 5
Calumet Sag
Canal Bridges
WESTERN AVE. JCT.
JOLIET SUB DIST- MP 15.9
BEVERLY SUB DIST- MP 16.6
2 Unit Dwarf Signal
BLUE ISLAND STATION & TOWER
JOLIET SUB DIST MP - 15.7
BEVERLY SUB DIST MP - 16.4
MED CONNECTION
MP 15.6
Beverly Sub District
Continued Page
METRA-22
WESTWARD
NO SCALE
IAIS & CRL
Yards
Track No. 47
1-145
2-145
1-146
2-146
PURINGTON
MP 14.3
Plastic
Recycling
Alliance
1-135
2-135
1-134
2-134
Track No. 1
Track No. 2
1-125
2-125
1-124
2-124
WASHINGTON HEIGHTS
STATION – MP 12.0
1-113
2-113
1-114
2-114
LONGWOOD STATION
MP 10.9
Absolute
Signals
CTC
17
16
15
14
13
12
11

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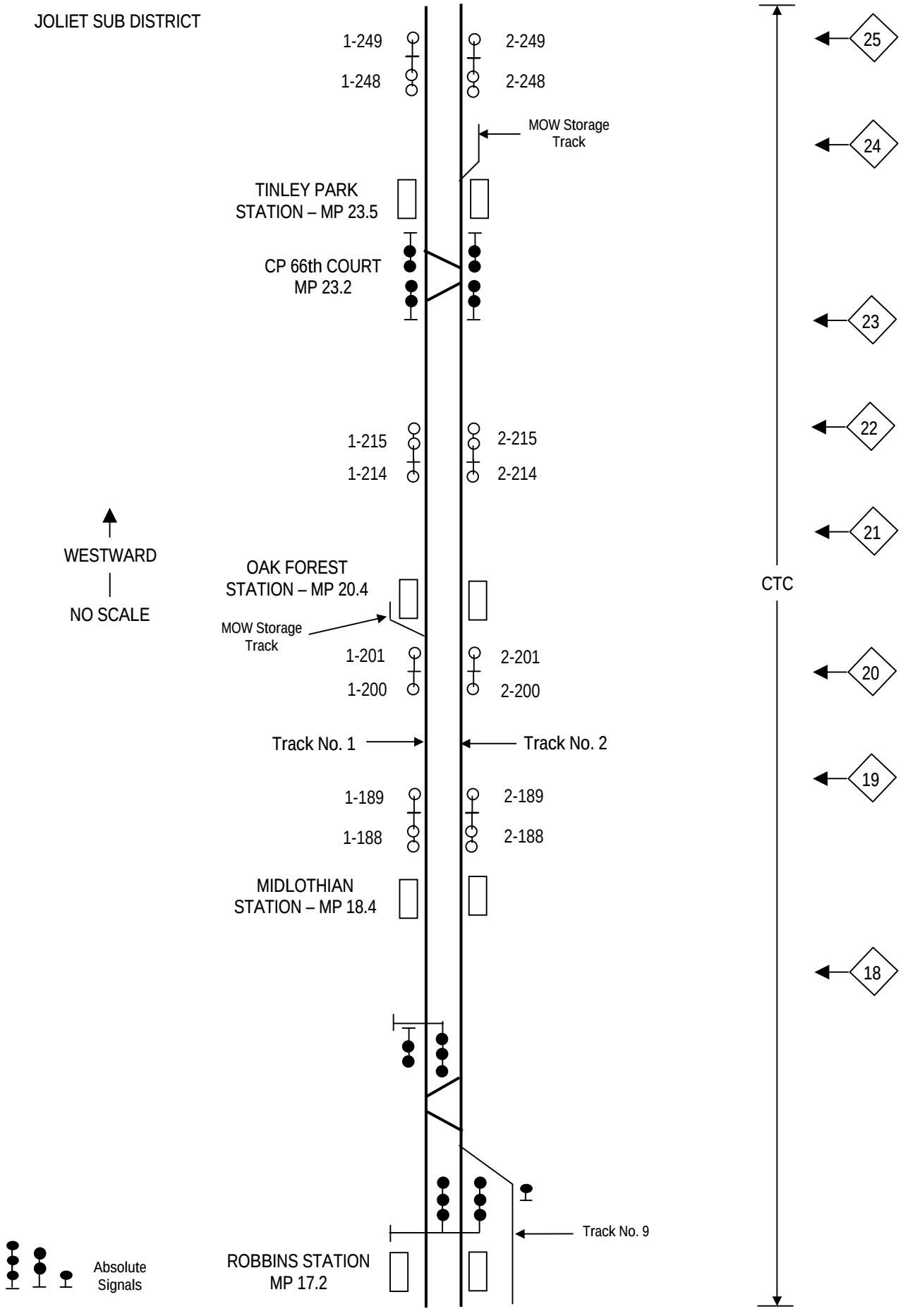
JOLIET SUB DISTRICT
1-249
2-249
1-248
2-248
MOW Storage Track
TINLEY PARK STATION – MP 23.5
CP 66th COURT MP 23.2
1-215
2-215
1-214
2-214
WESTWARD
NO SCALE
OAK FOREST STATION – MP 20.4
MOW Storage Track
1-201
2-201
1-200
2-200
Track No. 1
Track No. 2
1-189
2-189
1-188
2-188
MIDLOTHIAN STATION – MP 18.4
Track No. 9
ROBBINS STATION MP 17.2
Absolute Signals
25
24
23
22
21
20
19
18
CTC

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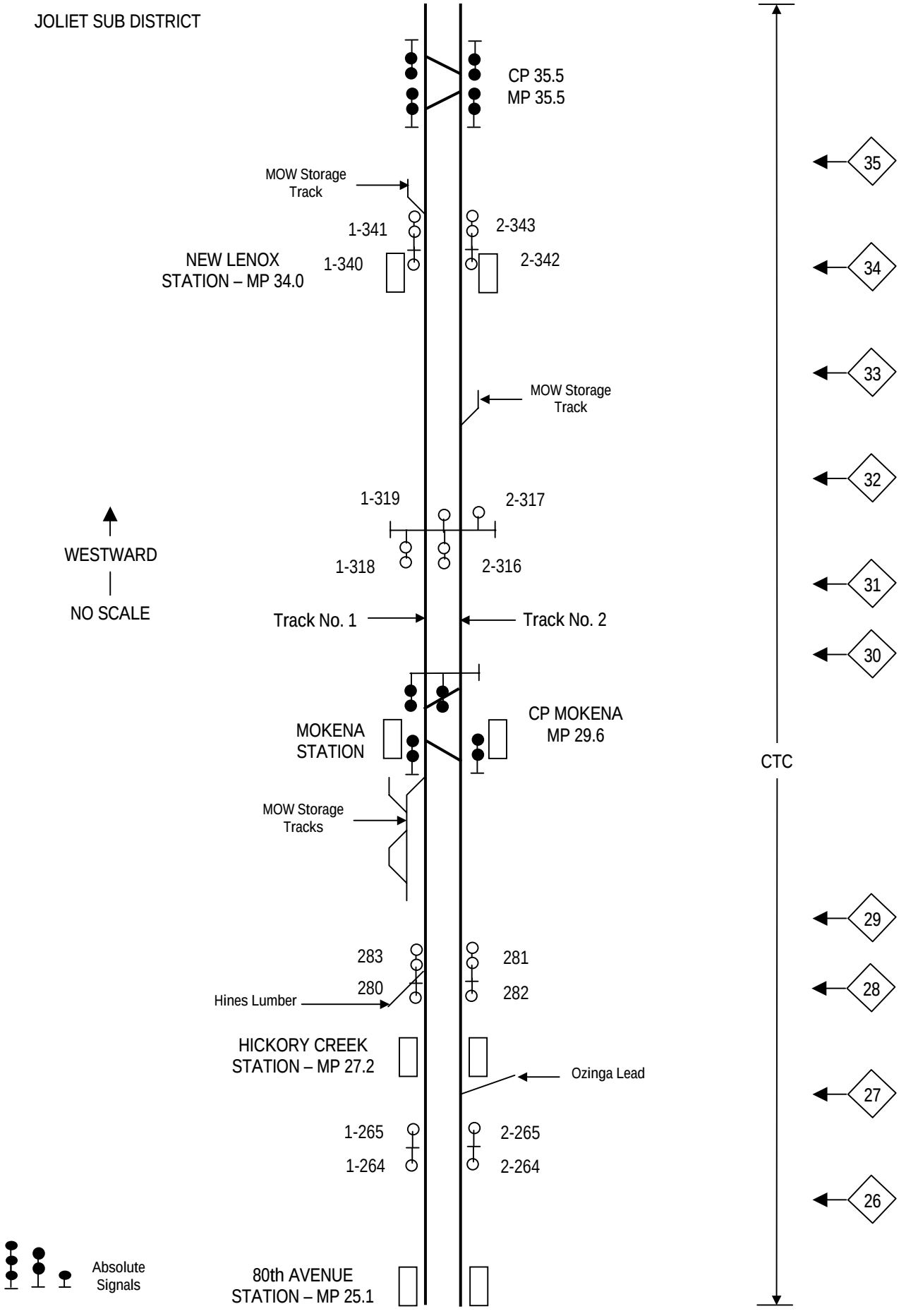
JOLIET SUB DISTRICT
CP 35.5
MP 35.5
MOW Storage Track
1-341
2-343
NEW LENOX STATION – MP 34.0
1-340
2-342
MOW Storage Track
1-319
2-317
1-318
2-316
WESTWARD
NO SCALE
Track No. 1
Track No. 2
MOKENA STATION
CP MOKENA MP 29.6
MOW Storage Tracks
283
281
280
282
Hines Lumber
HICKORY CREEK STATION – MP 27.2
Ozinga Lead
1-265
2-265
1-264
2-264
80th AVENUE STATION – MP 25.1
Absolute Signals
CTC
35
34
33
32
31
30
29
28
27
26

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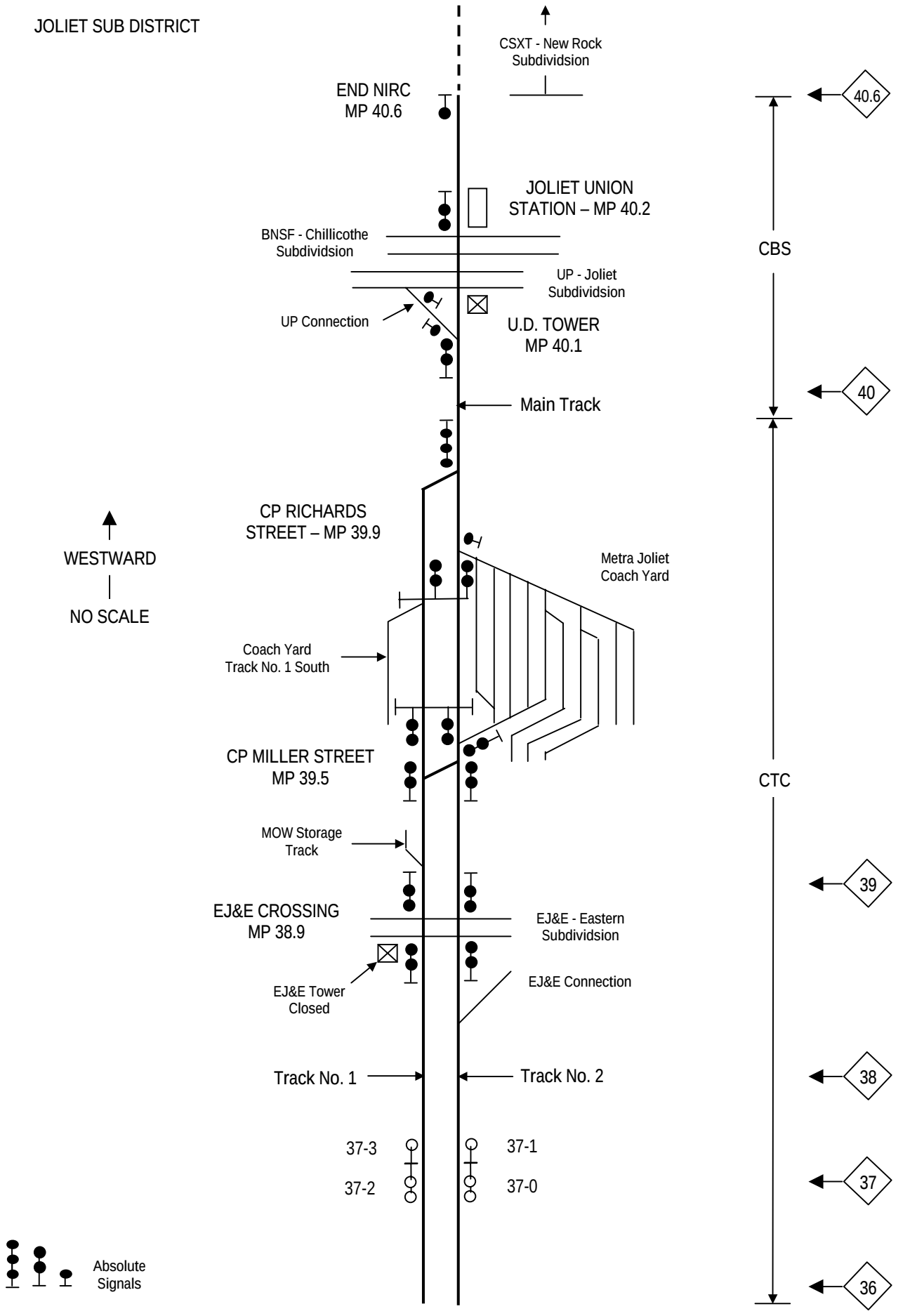
JOLIET SUB DISTRICT
CSXT - New Rock Subdividsion
END NIRC MP 40.6
JOLIET UNION STATION – MP 40.2
BNSF - Chillicothe Subdividsion
UP - Joliet Subdividsion
UP Connection
U.D. TOWER MP 40.1
Main Track
CP RICHARDS STREET – MP 39.9
Metra Joliet Coach Yard
Coach Yard Track No. 1 South
CP MILLER STREET MP 39.5
MOW Storage Track
EJ&E CROSSING MP 38.9
EJ&E - Eastern Subdividsion
EJ&E Tower Closed
EJ&E Connection
Track No. 1
Track No. 2
37-3
37-2
37-1
37-0
WESTWARD
NO SCALE
Absolute Signals
40.6
CBS
40
CTC
39
38
37
36

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BEVERLY SUB DISTRICT
CP 15.6 to WESTERN AVE. JUNCTION
RADIO FREQUENCY 161.340 – AAR CHANNEL #82

Road Dispatcher - Chicago [312 322-2856] has jurisdiction.

Mile Post	W ↓ STATIONS ↑ E	Rule 4.3	Type of Operation	Control of Manual Interlockings and Control Points	WWD Miles to Next Station
15.6	CP 15.6	HX	2MT - CTC	Operator - Blue Island	0.3
15.9	Blue Island - Prairie Street	D			0.4
16.3	CP Vermont Street	HXY		Operator - Blue Island	0.1
16.4	Blue Island	ABCD FMPR T	Manual Interlocking	Operator - Blue Island	0.2
16.6	Western Ave. Jct. *Jct. Joliet Sub District*	JM X(2)			1.2 to Robbins

MAIN TRACKS, SIGNAL SYSTEMS, CURRENT OF TRAFFIC AND GOVERNING RULES

- Two main tracks are in use between CP 15.6 and CP Vermont Street. Main tracks are numbered from South to North as Track No. 1 and Track No. 2.

Between	Tracks	Direction	Signal System	Rules in Effect
CP 15.6 & CP Vermont Street	1 & 2	Both	CTC	10.1 – 10.3.4

	MPH	
	PSGR	FRT
MAXIMUM AUTHORIZED SPEED	**30**	**20**

PERMANENT SPEED RESTRICTIONS
MP 15.6 - Through Crossover at CP 15.6..... 25
MP 15.7- Over Industry Switch on Track No. 2.... 20
MP 16.2 to MP 16.6..... 20..... 10
Other than Main Track..... 10..... 10

8.5 CLEARING MAIN TRACK BEFORE RESTORING SWITCH

Trains moving into the west end of Blue Island Coach Yard at CP Vermont Street must not restore main track switch to normal position until the trailing wheels of the movement pass the yellow insulated joint located on the lead approximately 80 feet east of Yard Track 1 switch.

8.8 SWITCHES EQUIPPED WITH LOCKS, HOOKS OR LATCHES

All switches in Blue Island Coach Yard are equipped with switch locks. When not in use switches must be lined and locked for the lead towards Yard Track 6.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES:

CP 15.6..... All Switches
Blue Island-Western Ave. Jct..... All Switches

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS

Use of electrically locked switches and derails will be authorized by the Rock Island Road Dispatcher.

9.18.1 LOCATION OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:

MP 15.9 Track No. 1 – Coach Yard Lead

20.1 CLEARANCE AND WEIGHT RESTRICTIONS
Clearance Restrictions

- 11 ft. 0 in. wide above 1 ft. 4 in. ATR
- 9 ft. 10 in. wide below 1 ft. 4 in. ATR
- 23 ft. 3 in. ATR

Weight Restrictions

- 263,000 lbs. maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
- 4 axle locomotives exceeding 300,000 lbs. are prohibited.

20.3 ROAD CROSSINGS AT GRADE:

Listed below are public crossings on the Beverly Sub District. Crossings are listed in station order from east to west and unless noted otherwise, all crossings are equipped with gate and flasher warning devices. Crossings followed by (X) are equipped with crossbucks only.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone in accordance with Rule 5.8.4 (Whistle Quiet Zones).

STREET CROSSING	CITY	DOT No.	MP
Prairie St. (X)(W)	Blue Island	608-849E	15.89
Vermont St. (W)	Blue Island	608-846J	16.34
Grove Street (W)	Blue Island	608-847R	16.43

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS

Location	Hours of Operation
All Locations	Continuous

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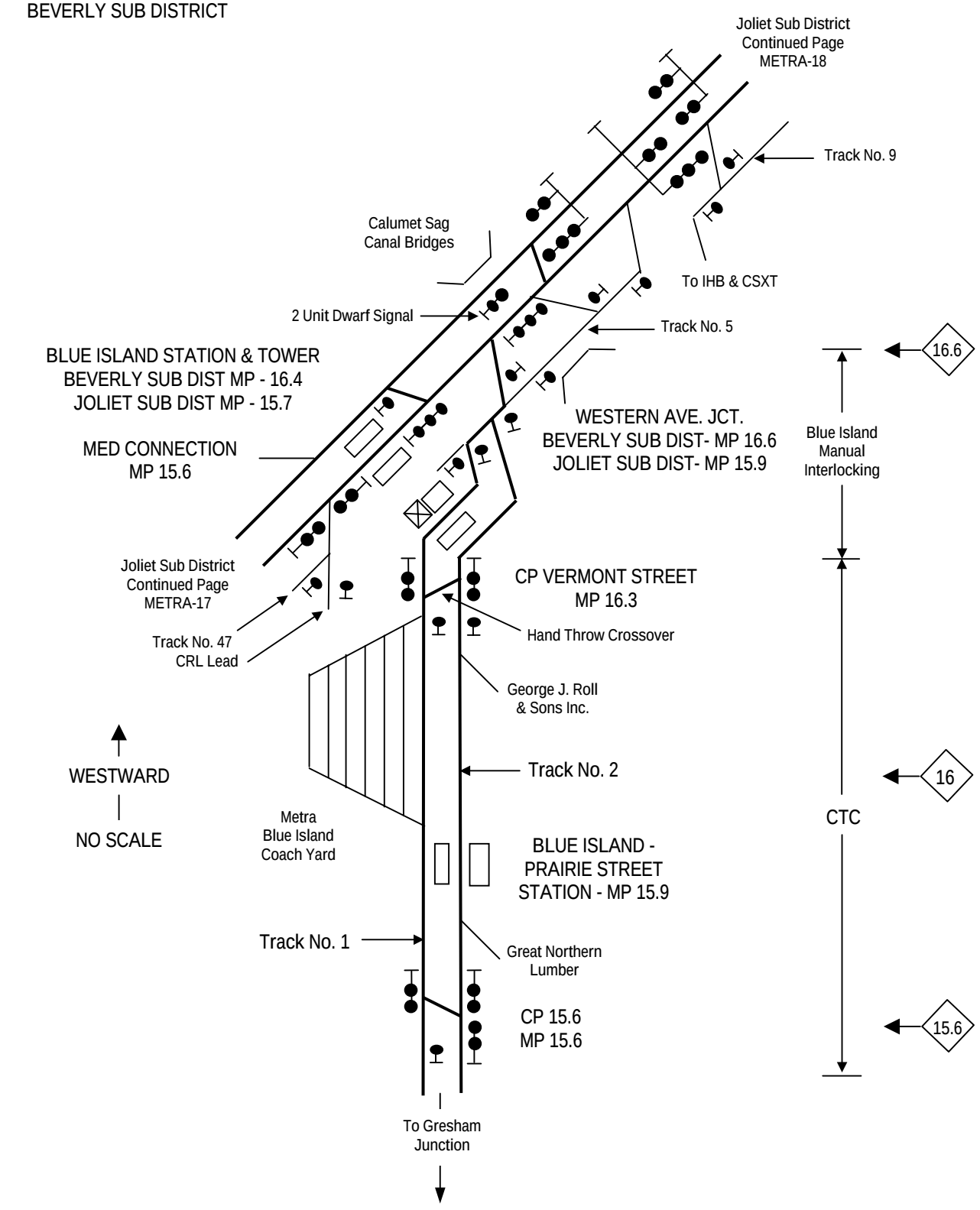
BEVERLY SUB DISTRICT



Absolute
Signals

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SOUTHWEST SUB DISTRICT

RADIO FREQUENCY 160.440 – AAR CHANNEL #22
Metra Southwest Dispatcher - Chicago [312 322-2846] has jurisdiction between 23rd Street and CP 74th Street.

Norfolk Southern Control Operator - Landers [773 933-5631] has jurisdiction and Train Dispatcher Authority between CP 74th Street and CP Brown.

Mile Post	W ↓ STATIONS ↑ E	Rule 4.3	Type of Operation	Control of Manual Interlockings and Control Points	WWD Miles to Next Station
1.7	23rd Street *Begin NIRC, Jct. NS*	JM	Manual Interlocking	Amtrak CUS South Train Director	2.3
			CTC		
4.0	CP 518 *Jct. NS*	JMT X(2)	Manual Interlocking	NS Train Dispatcher – Dearborn, MI	2.2
6.2	CP 59th Street	HY	2MT - CTC	Metra Southwest Dispatcher	1.5
7.7	CP 74th Street *Jct. NS*	HJX(2)		Metra Southwest Dispatcher	1.3
9.0	Belt Junction *Jct. BRC*	JMX(2)	Manual Interlocking	BRC Train Dispatcher – Clearing Yard	1.0
			2MT - CTC		
10.0	Forest Hill *CSXT Crossing*	MX	Manual Interlocking	CSXT Operator – Calumet City, IL	0.3
			CTC		
10.3	Landers *NS Crossing*	BFMP RY	Manual Interlocking	NS Operator - Landers	1.2
11.5	Wrightwood	D	CTC		0.7
12.2	Ashburn *CN Crossing*	DM X(2)	Manual Interlocking	NS Operator - Landers	2.5
14.7	Oak Lawn	D	2MT-CTC		1.7
16.4	CP Ridge *IHB Crossing, Jct. IHB*	JMX(2)	Manual Interlocking	IHB Train Dispatcher – Calumet City, IL	0.2
16.6	Chicago Ridge	D	2MT-CTC		1.2
17.8	Worth	D			0.8
18.6	Palos Heights	D			0.5
19.1	CP Palos	H(X)2		NS Operator - Landers	0.7
19.8	Palos Park	D			3.2
23.0	143rd Street	D			0.1
23.1	CP 143rd Street	H		NS Operator - Landers	2.1
25.2	153rd Street	ABDF PR	CTC		3.5
28.7	CP 179th Street	BCDF HPY		NS Operator - Landers	0.4
29.1	CP Will Cook	HY		NS Operator - Landers	5.9

SOUTHWEST SUB DISTRICT Continued

Mile Post	W ↓ STATIONS ↑ E	Rule 4.3	Type of Operation	Control of Manual Interlockings and Control Points	WWD Miles to Next Station
35.0	CP Brisbane	HS	CTC	NS Operator - Landers	0.4
35.4	Laraway Road	DS			0.7
36.1	CP Lenox	HS		NS Operator- Landers	4.1
40.2	CP Brown	H		NS Operator- Landers	0.1
40.3	Manhattan	D	Other Than MT		0.4
40.7	End of Track	BFPRY			

Siding Length: *CP Brisbane-CP Lenox Controlled Siding - 5,395 ft*

MAIN TRACKS, SIGNAL SYSTEMS, CURRENT OF TRAFFIC AND GOVERNING RULES

- Two main tracks are in use between CP 518 and Forest Hill and between Ashburn and CP 143rd Street. Main Tracks are numbered from South to North as Track No. 1 and Track No. 2.
- Main track ends: At CP Brown – "END CTC" sign.

Between	Tracks	Direction	Signal System	Rules in Effect
23rd Street & CP 518	Main	Both	CTC	10.1 – 10.3.4
CP 518 & Forest Hill	1 & 2	Both	CTC	10.1 – 10.3.4
Forest Hill & Ashburn	Main	Both	CTC	10.1 – 10.3.4
Ashburn & CP 143rd Street	1 & 2	Both	CTC	10.1 – 10.3.4
CP 143rd Street & CP Brown	Main	Both	CTC	10.1 – 10.3.4

MAXIMUM AUTHORIZED SPEEDS	MPH PSGR	FRT
23rd ST. (MP 1.7) TO CP 74th ST. (MP 7.7)	60	25
CP 74th ST. (MP 7.7) to MP 12.1	50	40
MP 12.1 to CP Brown (MP 40.2)	79	40
PERMANENT SPEED RESTRICTIONS		
23rd Street to MP 7.0 – Through Turnout of All Switches	10	10
MP 3.3 to MP 3.5	40	
40th Street to 74th Street – Locomotive consists of 5 or more coupled 6-axle unit		20
40th Street to 74th Street – Freight trains containing loaded cars with a gross weight of 100 tons or more in blocks of 5 cars or more and freight trains containing a loaded double stack car		20
MP 4.1 to MP 5.0	45	
MP 6.0 to MP 6.2	55	
MP 7.0 to MP 7.2 – Track No. 2	50	
CP 74th Street – Through Turnouts of All Switches	25	25

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	MPH PSGR	FRT
MP 7.8 to 76th Street (End NIRC) – On NS connecting track to BRC	25	25
MP 7.9 to MP 8.2	25	20
Belt Junction – Within Interlocking Limits	25	25
Forest Hill – Within Interlocking Limits	30	30
Forest Hill – Through Turnout of Switch	25	25
Ashburn – Within Interlocking Limits	40	30
Ashburn–Through Turnouts of East Crossover	25	25
Ashburn–Through Turnouts of West Crossover	40	30
CP Ridge – Within Interlocking Limits	60	
CP Ridge – Through Turnouts of Crossovers	40	30
CP Ridge – Through Turnout of IHB Connection Switch	10	10
CP Palos – Through Turnouts of All Switches	40	30
CP 143rd Street – Through Turnout of Switch	40	30
MP 23.3 to MP 24.9	60	
MP 27.6 to MP 28.0	60	
CP 179th Street – Through Turnout of Switch	10	10
CP Will Cook – Through Turnout of Switch	10	10
MP 30.7 to MP 31.0	60	
MP 32.0 to MP 32.4	60	
MP 33.3 to MP 33.7	50	
MP 33.7 to MP 34.3	60	
CP Brisbane – Through Turnout of Switch	25	25
MP 35.8 to MP 36.1	60	
CP Lenox – Through Turnout of Switch	25	25
MP 39.8 to MP 40.2	50	
Other than Main Track	10	10
Except: CP Brisbane to CP Lenox – On Controlled Siding	20	
MP 40.2 to West End of Manhattan Station Platform	20	

NOTE: AMTRAK PASSENGER TRAINS OPERATE AT PASSENGER TRAIN SPEED BETWEEN 23rd STREET AND CP 74th STREET

EQUIPMENT AND TEMPERATURE SPEED RESTRICTIONS

Light Engine	35	35
Temperature 0 to – 10 degrees Fahrenheit	65	
Temperature – 10 to – 25 degrees Fahrenheit	60	
Temperature below – 25 degrees Fahrenheit	50	30

When ambient temperature exceeds 95 degrees Fahrenheit, speed must be reduced by 10 MPH below the maximum authorized timetable speed where maximum authorized speed is greater than 35 MPH. This restriction does not apply where speed is 35 MPH or less on permanent or temporary speed restrictions.

TRAIN DISPATCHER WILL ADVISE WHEN TEMPERATURE SPEED RESTRICTIONS ARE IN EFFECT.

8.12 CROSSOVER SWITCHES
Enhanced Focus Crossover Locations:
MP 7.7 CP 74th Street – WWD Movements Only
MP 19.1 CP Palos

9.1 SIGNAL ASPECTS AND INDICATIONS
At 23rd Street – The eastward absolute signal governing movements from the Metra Main Track to the Norfolk Southern will display aspects in accordance with Amtrak Signal Aspects and Indications shown in the CORA Operating Guide.

At CP 518 – Absolute signals governing movements will display aspects in accordance with NORAC Block and Interlocking Signals shown in the Norfolk Southern Section of the CORA Operating Guide.

At Belt Junction – Absolute signals governing movements on Metra tracks will display aspects in accordance with Metra Block and Interlocking Signals for movements routed to Metra tracks. These signals will also display aspects in accordance with BRC Speed Signals, shown in the Belt Railway of Chicago section of the CORA Guide, for movements routed to BRC tracks.

9.13.2 LOCATION OF DUAL CONTROL SWITCHES
CP 59th Street…… All Switches
CP 74th Street…… All Switches
Belt Junction…… All Switches
Forest Hill…… All Switches
Ashburn…… All Switches
CP Ridge…… All Switches
CP Palos…… All Switches
CP 143rd Street……Switch at end of 2 MT
CP 179th Street……Switch at East End of Yard
CP Will Cook……Switch at West End of Yard
CP Brisbane…… Siding Switch
CP Lenox…….. Siding Switch

9.18 ELECTRICALLY LOCKED SWITCHES AND DERAILS
Use of electrically locked switches and derails will be authorized by:

- The Southwest Dispatcher between 23rd Street and the west limits of CP 74th Street.
- The Norfolk Southern Control Operator – Landers between west limits of CP 74th Street and CP Brown.

9.18.1 LOCATIONS OF ELECTRICALLY LOCKED SWITCHES AND DERAILS:
MP 1.8 Main Track – UP Yard Lead
MP 3.4 Main Track – UP Yard Track No. 2
MP 4.5 Track No. 2 – NS Yard Lead
MP 5.0 Track No. 2 – MOW Storage Track
MP 9.3 Track No. 1 – Low Line Lead
MP 11.7 Main Track – East end of MOW Storage Track
MP 11.9 Main Track – West end of MOW Storage Track

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MP 14.8 Track No. 1 – Beatty Lumber Track
MP 16.1 Track No. 2 – MOW Storage Track
MP 16.57 Track No. 1 – Foreman's Spur
MP 22.7 Track No. 2 – MOW Storage Track

MP 35.5 Main Track – East end of MOW Storage Track
MP 35.84 Main Track – West end of MOW Storage Track
MP 39.9 Main Track – East end of Manhattan Storage Track
MP 40.09 Main Track – West end of Manhattan Storage Track
MP 40.12 Main Track – Aeropress Lead

10.1 AUTHORITY TO ENTER CTC LIMITS
Reversing Traffic – A push button is mounted on a post at the east end of the station platform at 153rd Street. Westward movements passing westward signal 1-249 may secure a proceed indication on eastward signal 1-250 by unlocking push button box and depressing button for two seconds and then releasing. Box must be locked after operating the push button.
Contact Norfolk Southern Control Operator – Landers prior to depressing push button.

14.0 TRACK WARRANTS
Track warrants will be issued by the Metra Southwest Dispatcher.

15.2 PROTECTION BY TRACK BULLETIN FORM B
On NS Connecting Track to BRC – Track bulletin Form B may be used between CP 74th Street and 76th Street (End NIRC) on the NS Connecting Track to BRC.

20.1 CLEARANCE AND WEIGHT RESTRICTIONS
Clearance Restrictions
23rd Street to MP 40.7:

- 11 ft. 0 in. wide above 1 ft. 4 in. ATR
- 9 ft. 10 in. wide below 1 ft. 4 in. ATR
- 20 ft. 7 in. ATR east of CP Ridge
- 19 ft. 4 in. ATR west of CP Ridge

Weight Restrictions:
23rd Street to MP 40.7:

- 263,000 lbs. Maximum gross weight of car plus load; and/or any car with the load on any single axle exceeding 65,750 lbs.
- 6 axle locomotives are prohibited on the following tracks:
  -- MP 14.8 Beatty Lumber Track, Oak Lawn
  -- MP 16.7 Foreman's Spur, Chicago Ridge
  -- MP 30.0 to 40.7 All Tracks

20.3 ROAD CROSSINGS AT GRADE:
Listed below are public crossings on the Southwest Sub District. Crossings are listed in station order from east to west and unless noted otherwise, all crossings are equipped with gate and flasher warning devices.

Crossings followed by (W) require trains to sound whistle signal 5.8.2(7). Crossings followed by (Q) indicate a Whistle Quiet Zone in accordance with Rule 5.8.4 (Whistle Quiet Zones).

STREET CROSSING	CITY	DOT No.	MP
83rd Place (W)	Chicago	478-750H	12.25
Lawndale Avenue (W)	Chicago	478-751P	12.35
87th & Pulaski (W)	Chicago	478-752W	12.87
Duffy Avenue (W)	Hometown	478-753D	13.41
Kilbourn St. (W)	Hometown	478-754K	13.77
Cicero Ave. (W)	Oak Lawn	478-755S	14.20
95th Street (W)	Oak Lawn	478-756Y	14.60
52nd Avenue (W)	Oak Lawn	478-757F	14.76
Cook Street (W)	Oak Lawn	478-758M	14.84
54th Avenue (W)	Oak Lawn	478-759U	15.05
Central Ave. (W)	Oak Lawn	478-760N	15.33
Ridgeland Avenue (W)	Chgo. Ridge	478-761V	16.57
107th Street (W)	Chgo. Ridge	478-763J	17.23
86th Avenue (W)	Palos Park	478-770U	20.66
135th Street (W)	Orland Park	478-772H	21.86
143rd Street (W)	Orland Park	478-774W	23.19
West (100th) Avenue (W)	Orland Park	478-776K	23.48
153rd Street (W)	Orland Park	478-778Y	24.97
159th Street (W)	Orland Park	478-779F	25.76
108th Avenue (W)	Orland Park	478-780A	26.36
167th Street (W)	Orland Park	478-781G	26.83
Wolf Road (W)	Orland Park	478-782N	27.87
179th Street (W)	Orland Park	478-783V	28.67
Maple St. (Marley Road) (W)	Marley	478-785J	30.41
Regan Road (W)	New Lenox	478-786R	31.12
Francis Road (W)	New Lenox	478-787X	31.68
Wood Street (W)	New Lenox	478-789L	32.39
Joliet Hwy. (W)	New Lenox	478-791M	33.99
Illinois Hwy. (W)	New Lenox	478-792U	34.50
Laraway Rd. (W)	Will County	478-794H	35.51
Delaney Rd. (W)	Will County	478-898P	36.53
Cedar Road (Route 4) (W)	Will County	478-899W	36.83
Baker Road (W)	Will County	478-901V	37.59
Smith Road (W)	Will County	478-903J	38.77
Eastern Ave. (W)	Will County	478-904R	39.19
North Street (Route 6) (W)	Manhattan	478-905X	39.80
State Street (US 52) (W)	Manhattan	478-906E	39.90

20.4.1 HOURS OF OPERATION – MANUAL INTERLOCKINGS AND CONTROL POINTS

Location	Hours of Operation
All Locations	Continuous

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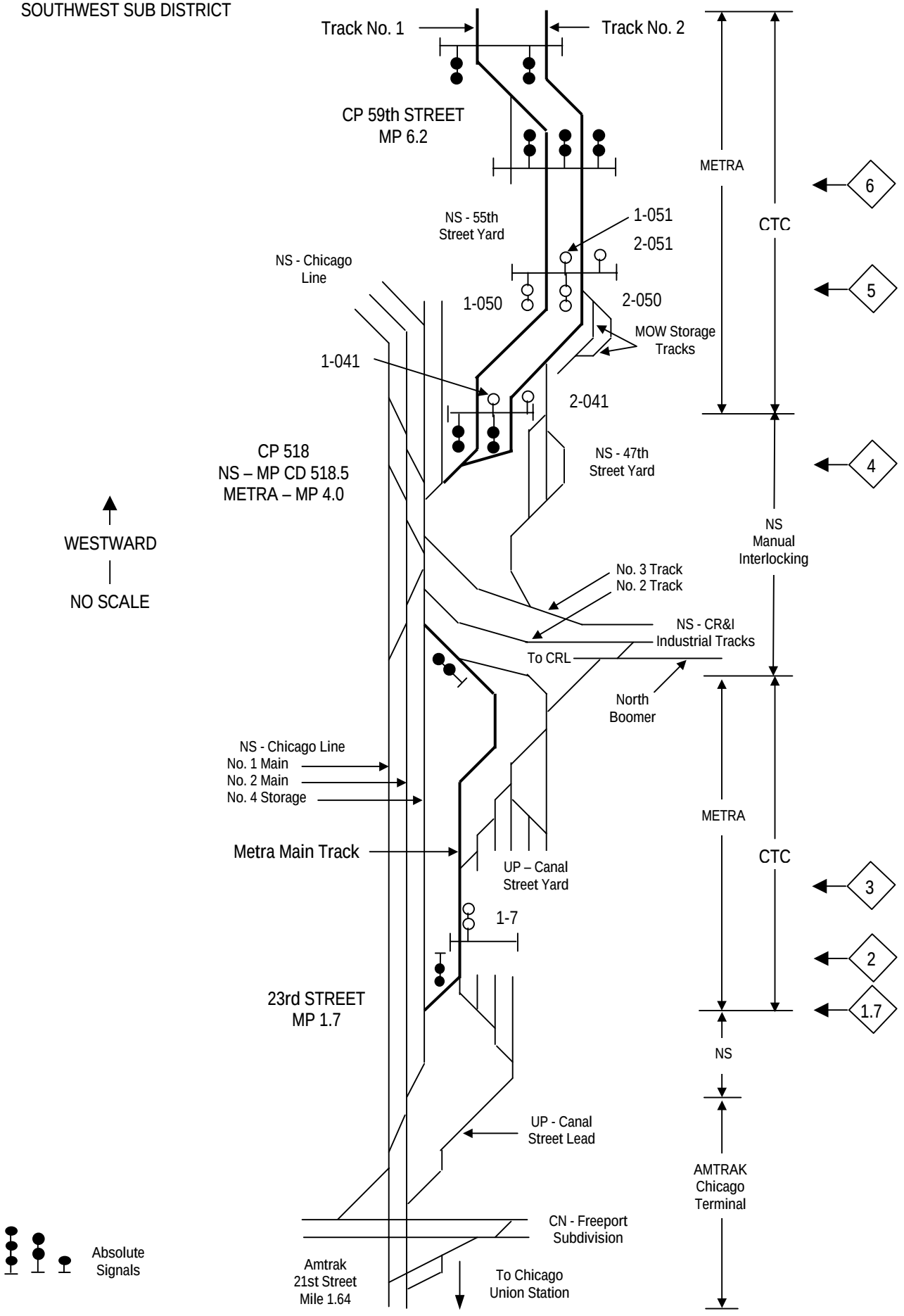
SOUTHWEST SUB DISTRICT
Track No. 1
Track No. 2
CP 59th STREET
MP 6.2
METRA
CTC
6
NS - 55th
Street Yard
1-051
2-051
NS - Chicago
Line
1-050
2-050
5
MOW Storage
Tracks
1-041
2-041
CP 518
NS – MP CD 518.5
METRA – MP 4.0
NS - 47th
Street Yard
4
NS
Manual
Interlocking
WESTWARD
NO SCALE
No. 3 Track
No. 2 Track
NS - CR&I
Industrial Tracks
To CRL
North
Boomer
NS - Chicago Line
No. 1 Main
No. 2 Main
No. 4 Storage
METRA
CTC
Metra Main Track
UP – Canal
Street Yard
3
1-7
2
23rd STREET
MP 1.7
1.7
NS
UP - Canal
Street Lead
AMTRAK
Chicago
Terminal
CN - Freeport
Subdivision
Absolute
Signals
Amtrak
21st Street
Mile 1.64
To Chicago
Union Station

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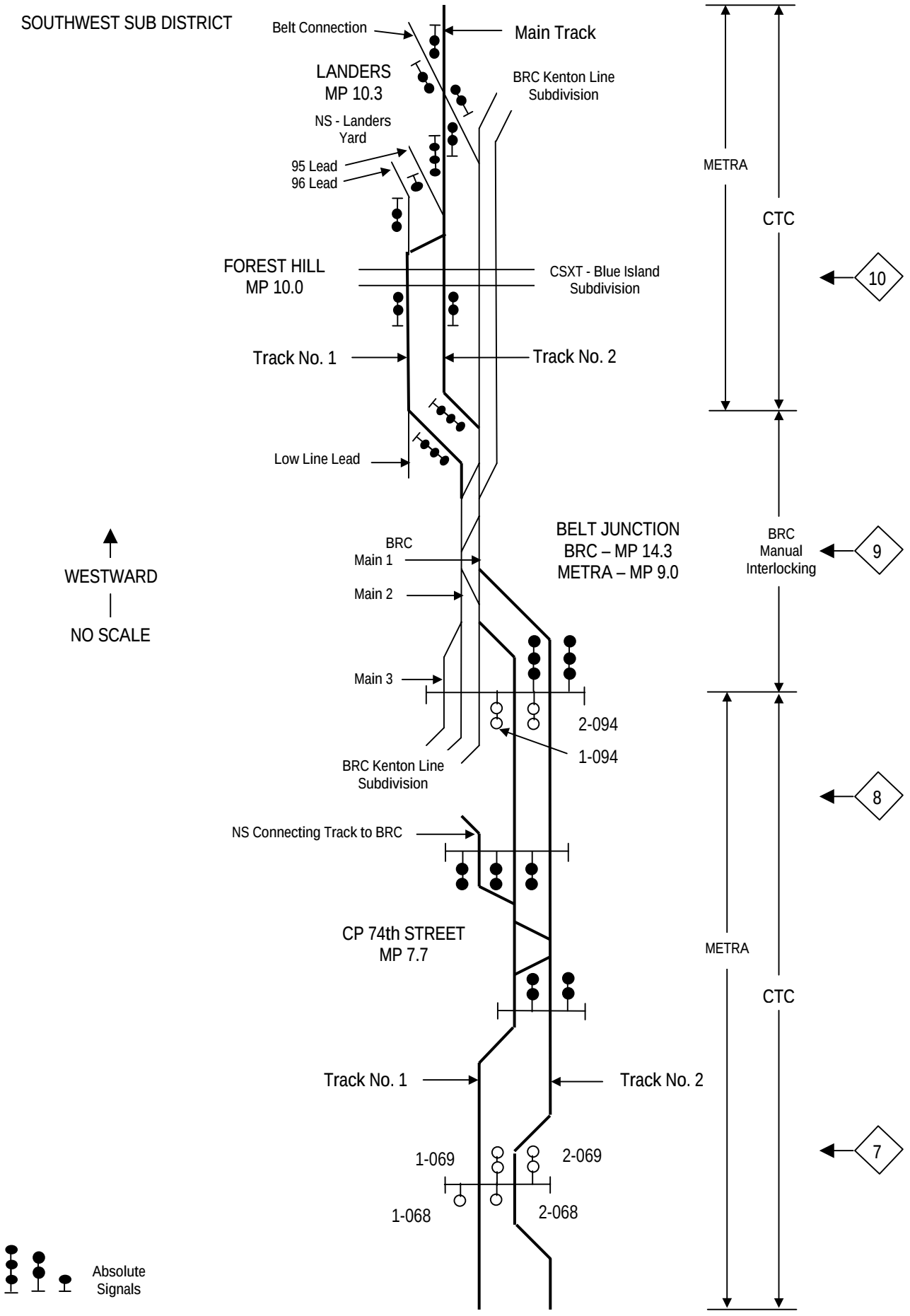
SOUTHWEST SUB DISTRICT
Belt Connection
Main Track
LANDERS
MP 10.3
BRC Kenton Line
Subdivision
NS - Landers
Yard
95 Lead
96 Lead
METRA
CTC
FOREST HILL
MP 10.0
CSXT - Blue Island
Subdivision
10
Track No. 1
Track No. 2
Low Line Lead
BELT JUNCTION
BRC – MP 14.3
METRA – MP 9.0
BRC
Manual
Interlocking
9
WESTWARD
NO SCALE
BRC
Main 1
Main 2
Main 3
2-094
1-094
BRC Kenton Line
Subdivision
8
NS Connecting Track to BRC
CP 74th STREET
MP 7.7
METRA
CTC
Track No. 1
Track No. 2
1-069
2-069
1-068
2-068
7
Absolute
Signals

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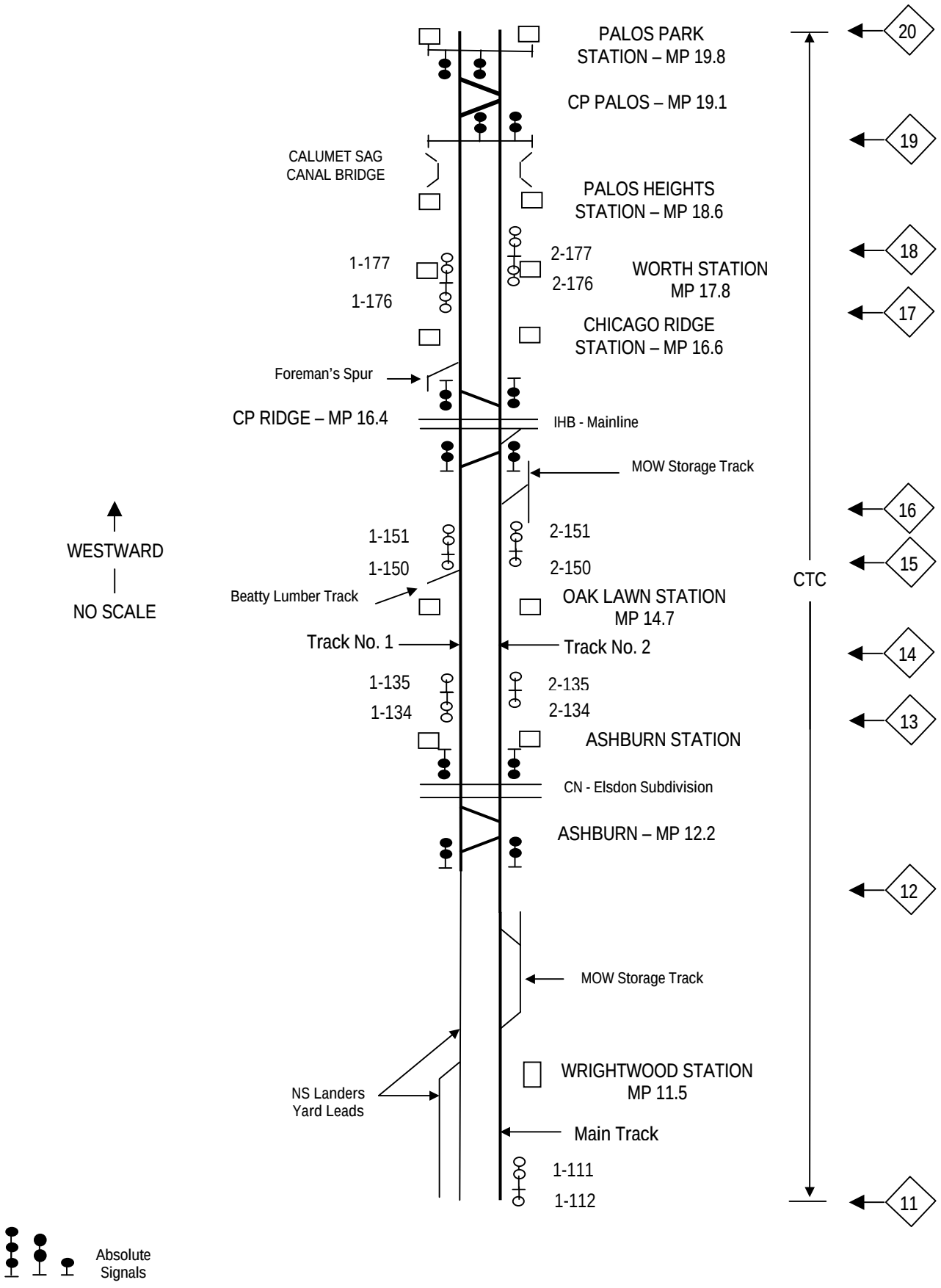
SOUTHWEST SUB DISTRICT



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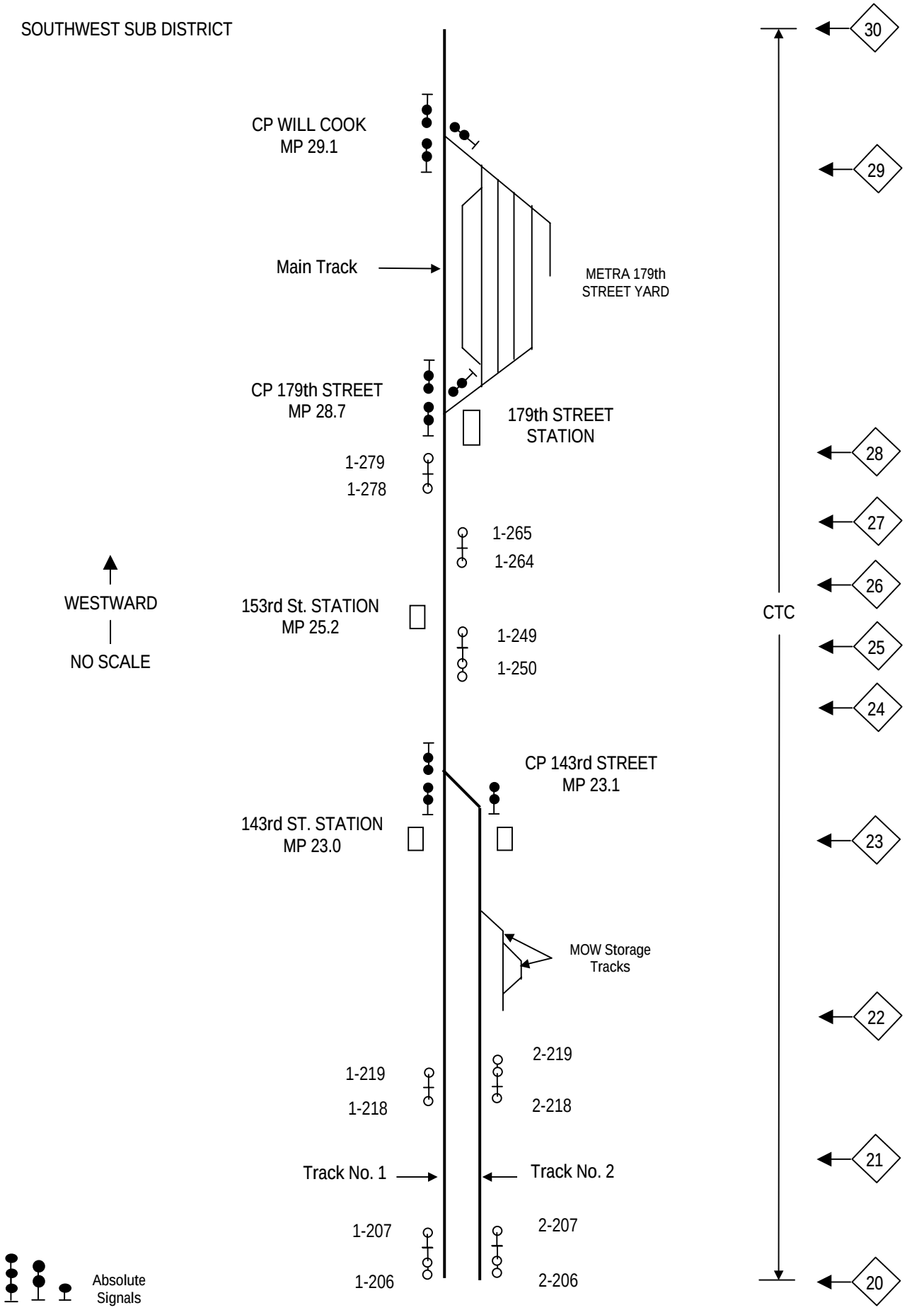
SOUTHWEST SUB DISTRICT
CP WILL COOK
MP 29.1
Main Track
METRA 179th
STREET YARD
CP 179th STREET
MP 28.7
179th STREET
STATION
1-279
1-278
1-265
1-264
WESTWARD
NO SCALE
153rd St. STATION
MP 25.2
1-249
1-250
CP 143rd STREET
MP 23.1
143rd ST. STATION
MP 23.0
MOW Storage
Tracks
2-219
1-219
2-218
1-218
Track No. 1
Track No. 2
2-207
1-207
2-206
1-206
Absolute
Signals
CTC
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23
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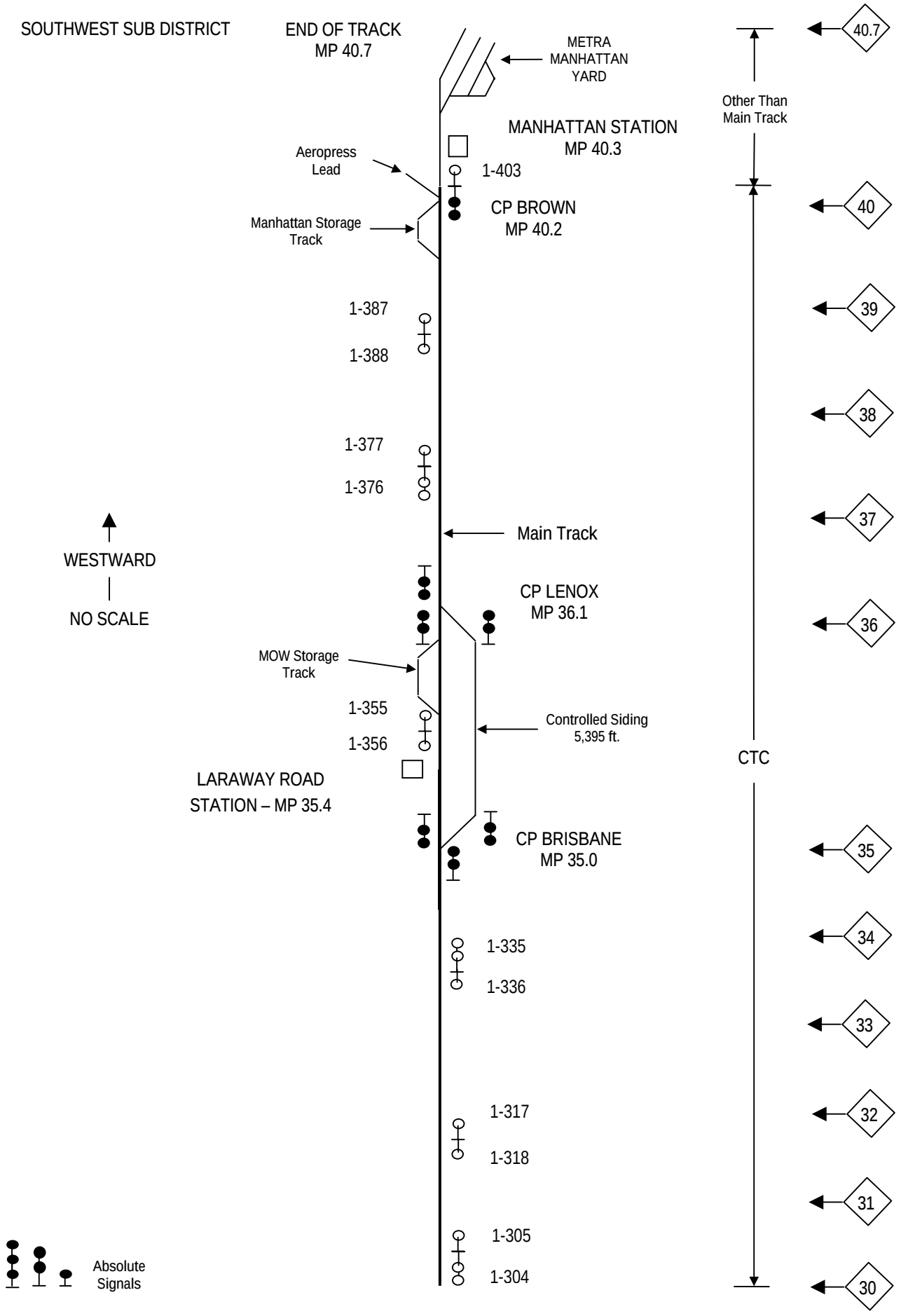
SOUTHWEST SUB DISTRICT
END OF TRACK
MP 40.7
METRA
MANHATTAN
YARD
MANHATTAN STATION
MP 40.3
Aeropress
Lead
1-403
CP BROWN
MP 40.2
Manhattan Storage
Track
1-387
1-388
1-377
1-376
Main Track
WESTWARD
NO SCALE
CP LENOX
MP 36.1
MOW Storage
Track
1-355
1-356
Controlled Siding
5,395 ft.
LARAWAY ROAD
STATION – MP 35.4
CP BRISBANE
MP 35.0
1-335
1-336
1-317
1-318
1-305
1-304
Absolute
Signals
Other Than
Main Track
CTC
40.7
40
39
38
37
36
35
34
33
32
31
30

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NORFOLK SOUTHERN

NORAC Rules in effect on NS TRACKS FORMERLY OPERATED BY CONRAIL INCLUDING: CHICAGO LINE – PORTER TO 21ST STREET, CR&I I.T. – CP518 TO OGDEN JCT., CALUMET RIVER I.T. AND SC&S I.T. – CP509 TO CAL PARK, AND ALL NS OPERATED YARDS ON THESE LINES.

The Definitions and Rules Listed Apply to Operating in the Chicago Area defined above.

Standard (Railroad) Time on the entire Dearborn Division is Eastern Standard Time. All clocks must be set to reflect this time. All Norfolk Southern Territory covered in the CORA Guide is part of the Dearborn Division.

MAXIMUM GROSS WEIGHT – Cars having a combined weight of car and lading in excess of 286,000 lbs. must not be handled except as listed below without authority of the Division Transportation Superintendent.

	Gross Weight
Chicago Line (CP482 to CP509)	315,000
Calumet River Industrial:	
CP-509 to Hegewisch	286,000
SC&S Industrial:	
Calumet Park to Hegewisch	263,000
CR&I Industrial	286,000

HOT METAL CARS	Maximum speed
Loaded	15 MPH
Empty	25 MPH

SAFETY AND GENERAL CONDUCT RULES

GR-26. SLEEPING

Sleeping on duty is prohibited. An employee lying down or in a slouching position with eyes closed or with eyes covered or concealed will be considered sleeping.

GR-27. ATEENTION TO DUTY – CELLULAR TELEPHONES/WIRELESS ELECTRONIC DEVICES

a. Undivided attention to duty is required. While on duty, employees must not engage in any activity that will:

- Jeopardize their personal safety or the safety of others.
- Interfere with or distract their attention from their work.
- Circumvent the requirements of the rules or special instructions.

b. Except when authorized by the railroad, employees on duty must not use company provided Cellular Telephones/Wireless Electronic Devices unless related to their duties.

c. Crew members or operators of on-track equipment using Cellular Telephones/Wireless Electronic Devices while on duty are governed as follows:

- All crew members and operators of on-track equipment are prohibited from using cellular telephones/wireless electronic devices when their train, engine, or on-track equipment is moving.
- Crew members or operators of on-track equipment may only use cellular telephones/ electronic devices for business purposes, including reporting work and checking company communications, when their train, engine, or on-track equipment is stopped and when it use does not interfere with or distract from safety or the performance of their duties.
- An employee operating the controls of a moving train, engine, or on-track equipment may not use a cellular telephone/wireless electronic device except in emergency.
- Crew members must turn cellular telephones/wireless electronic devices off while the train or engine is moving.

d. Except when authorized, employees whose duties are governed by the Operating Rules will use radio communications in lieu of cellular telephone in connection with railroad operations.

e. Minimal, incidental personal use of a cellular telephone is permissible only when it usage does not interfere with required duties or railroad operations. Use of a personal cellular telephone on a moving train or engine is prohibited.

f. The use of personal wireless electronic devices, including, but not limited to, the following is prohibited while on duty:

- Laptop
- PDA/palm pilot
- Blackberry
- DVD/CD player
- Audio player
- Electronic work order reporting device
- Wireless headset/earpiece for cellular telephone
- Video camera
- Television and non-railroad radio
- Handheld games

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OPERATING RULES

80. MOVEMENT AT RESTRICTED SPEED
In the application of NORAC Rule 80 (Restricted Speed), movement must not exceed 15 MPH.

SPECIAL INSTRUCTIONS

GR-9-1. DEFECTIVE EQUIPMENT DETECTORS (Including Hot Bearing, Dragging Equipment, High Car/Clearance, and Sliding Wheel Detectors).

1. INSTRUCTIONS FOR DETECTORS
When a detector announces one or more defects to a passing train, the crew must stop the train and the specified axle(s) must be examined for excessive bearing heat, dragging equipment, sticking brakes, over dimension, and/or sliding wheel, as applicable.

When approaching, passing, or departing detector locations, crew members must be alert for radio transmissions from detectors (on road frequency for that territory). When in vicinity of the detector locations, all employees must keep radio transmissions to an absolute minimum to avoid interference with detector radio messages.

When stopped by hot bearing detector and no hot bearing is found, the conductor on the inbound train will advise the proper authority at the final terminal so the car(s) may be inspected by mechanical forces prior to the train departing.

When an inspection is made for a suspected hot bearing or dragging equipment, the crew member must take available tools and supplies for use if needed.

1.1 TEMPERATURE INDICATOR
Crews in road service must have a 200 Degree Temperature indicator accessible while on duty.

To determine if a bearing is overheated and car cannot continue in service, a crew member must:

- Stroke the outside surface of the top of the journal box or the lower half of the cup of the roller bearing

  Stroke the top of the inboard surface of the adapter on Amfleet cars equipped with inboard bearings.

If a liquid smear results, obtain instructions from the Train Dispatcher.

The temperature indicator should be used only on the reported bearing or if there is evidence of an overheated bearing.

1.2 INFORMATION
When a train is stopped for a defect, a crew member must give the following information to the Train Dispatcher as quickly as possible by railroad radio or authorized communication device:
(a) Car Initial and Number
(b) Type of defect
(c) Type of car
(d) Load or empty
(e) Type of journal for hot bearing
(f) Standard or unusual journal configuration (if cars are not hot)
(g) Axle or wheel position on car
(h) Disposition of car
(i) Name or location of detector involved

2. HOT BEARING/DRAGGING EQUIPMENT DETECTORS

When a train is occupying a detector and a defect has been detected, an automatic radio transmission as shown in the example below will occur:

(a) A warning alarm and/or a "TONE" will indicate that a hot bearing (or other defect) has been detected. The speed of the train must be reduced; and after the rear of the train has cleared the detector, train must be stopped for inspection as soon as possible, consistent with safe train handling procedures. When the rear has cleared, a radio message will be transmitted to indicate the nature of any defect(s) and its location in the train. The location will be given by axle count, counting from the first axle in the locomotive consist. The detector will identify track to which message is applicable in multiple track territory.

NOTE: At Dragging Equipment Detector locations that do not provide an axle location for the defect, the entire train must be inspected.

(b) When excessively hot journal or dragging equipment has been detected by a detector, a radio message stating "CRITICAL ALARM" will be transmitted at once and train must be stopped for inspection as soon as possible, consistent with safe train handling procedures.

NOTE: When an inspection is required, a thorough inspection will be made of both sides of the car(s) indicated as being defective. If no apparent defects are found, twenty (20) axles ahead and behind on either side of the designated car(s) must be thoroughly inspected on both sides. After a defect message has been received, if train is stopped while occupying the detector, or if train speed over the detector drops below eight (8) MPH, all cars following the last car indicated as being defective must be inspected. While enroute to and from either end of the train to inspect a car(s), crew

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members must take every precaution to ensure the proper axle is inspected including use of a hand-held counter when available. A copy of train consist must not be used to locate an axle indicated as defective. While enroute to and from either end of the train to inspect car(s), crew members will, when practicable and safe to do so, make a visual inspection of both sides of the train. All defect messages, including nature of defect and its location in the train, must be acknowledged to the Train Dispatcher. A crew member must notify the Train Dispatcher of the results of the inspection even if no exception is taken.

If three (3) or more of the same types of defects are reported, those defect locations must be inspected and the balance of the train behind the last reported defect must be inspected in accordance with Item No. 3.

When no defects have been detected, the exit radio message will be:

"NS detector, milepost location, identification of track to which message is applicable (in multiple track territory),"and followed by "NO DEFECTS."

NOTE: If "NO DEFECTS" message has been received from a defect detector before passing the designated radio acknowledgement point(milepost locations designated in timetable or the train length plus approximately 20 car lengths beyond the detector when a milepost is not designated), Train Dispatcher must be contacted for further handling. The train will be handled in accordance with Item No. 3

3. CONDITIONS OF VISUAL INSPECTION

The Train Dispatcher may relieve a crew from inspecting their train when office information is available confirming no defects; or if a detector is known to be defective, the dispatcher may authorize a roll-by inspection not exceeding 30 MPH of both sides of the train by qualified persons within the designated radio acknowledgement point (milepost locations designated in timetable or the train length plus approximately 20 car lengths beyond the detector when a milepost is not designated.

When no defects have been indicated and one of the following conditions exists, a visual inspection of the train is required if:

(a) Train stops on detector
(b) Train speed over detector drops below eight (8) MPH
(c) Train is operated over a track which caused it to bypass a detector it normally would pass over

Except as noted above, a train receiving no message from a detector must stop immediately and must perform a full inspection of the train.

4. FAILURE MESSAGE

A train receiving a failure message ("Analyzer Failure" or "System Failure" or "Detector Malfunction" or "Detector Not Working" or "System Not Working") may proceed, in accordance with existing authority, at a speed not to exceed 30 MPH to the next detector provided:

(a) Train is not a Key Train or Passenger Train (These trains must stop and be inspected)
(b) Train Dispatcher is notified of detector failure
(c) No erratic operation of the train is detected by the Train Crew
(d) The previous detector over which the train passed detected "NO DEFECTS"
NOTE: A train receiving a failure message on two consecutive detectors, must be stopped and inspected.

If train crew receives a failure message at the first detector location immediately departing a yard, the Train Dispatcher/Control Station must be notified and the entire train inspected. If train crew receives a failure message at the last detector location prior to entering a yard or crew change point, the train may proceed in accordance with this section; however, positive communication must be made with the Yardmaster, relieving crew, or other designated authority to ensure that a proper inspection is made.

GR-9-2. HOT JOURNAL TAG

When a car or locomotive is set out due to a hot journal, a hot journal tag (reverse side of LOCOMOTIVE ISOLATION OR SHUT DOWN REPORT, FORM ME 569) shall be completed by a crew member and attached to or as close as possible to the defective journal.

The LOCOMOTIVE ISOLATION OR SHUT DOWN REPORT will be located with the FRA cardholder in the cab of all locomotives.

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GR-9-3. CONSECUTIVE DETECTOR STOPS
When a hot journal is indicated for the same journal by two (2) consecutive detectors or by two (2) of three (3) successive detectors, the car is to be set out. Additionally, any time a car has a high reading on three (3) detectors over a division, the car is to be set out. A malfunctioning detector will not be considered as one of the consecutive or successive detectors except for any cars known to be correctly scanned by that detector. A car will not be set out if it can be determined, positively, that sticking brakes caused the high readings and it is known that the car can be moved safely.

The foregoing instructions do not override existing procedures requiring that a car be set out when, in the judgment of the crew member making the inspection, the suspect journal is overheated and the car cannot be moved safely.

1 -1. DISPATCHERS BULLETINS
Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. Trains must receive a current Dispatchers Bulletin which is addressed to their train for each district over which they will operate including other Divisions and Foreign Lines.
Engineers and Conductors must show Dispatcher's Bulletins to other members of their crew. They must read and be familiar with the contents of the Dispatcher's Bulletin and assist the Engineer and Conductor in complying with the requirements contained therein.

When Dispatcher's Bulletins are received, all crew members, when reading bulletins, must be certain that the total number of items and messages indicated above the Dispatcher's initials correspond with the actual number of items and messages listed in the Bulletin. If any discrepancy is noted, the Dispatcher must be immediately be contacted for further instructions.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

When Engineer and/or Conductor are relieved before the completion of the trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and Conductor. Such Bulletins must be compared by the Engineer and Conductor before proceeding.

94-1. RESPONSIBILITIES OF EMPLOYEES: SIGNALS AND RESTRICTIONS

a. General Requirements
Employees qualified on the operating rules and located on the leading engine or car must be on the lookout for signals affecting the movement of their train. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible. After the name of a signal has been communicated, employees must observe it until passed. Any change in the signal must be communicated in the required manner.
Employees after communicating to each other in a clear manner the name of each signal affecting the movement of their train as soon as it becomes clearly visible, must communicate to each other again the name of the signal, if other than a stop signal, just before the signal is passed.

The conductor, or a conductor trainee or trainman in the absence of the conductor, when riding on the controlling locomotive will communicate by radio the name and location of each signal affecting his movement as soon as the signal becomes visible. When there is no conductor, conductor trainee, or trainman, the engineer or engineer trainee will communicate the signal information. Example of correct procedure to initiate the radio transmission: "NS 20G, Signal 1181, East, Approach, Out."

When a train reaches a point 2 miles from a temporary restriction, employees qualified on physical characteristics and located on the leading engine or car must immediately communicate with the Engineer and confirm the requirements of the restriction.

If a train is not operated in accordance with the requirements of a signal indication or restriction, qualified employees located on the leading engine or car must communicate with the Engineer immediately. If necessary, they must stop the train.

b. **Calling Signals On Push-Pull Trains**
The following requirements apply to push-pull trains that do not have cab signals in service for the direction of movement, and are operating in territory where the maximum speed of trains exceeds 30 MPH:

1. When a wayside signal affecting the movement of the train displays an Approach, Medium Approach, Slow Approach, Restricting, or Stop and Proceed aspect, the Engineer must verbally communicate to a qualified employee on the engine or train the name and location of each signal, as soon as the signal is clearly visible. In multiple track territory, the Engineer must include the track number.

2. The qualified employee must repeat the signal information to the Engineer. If the qualified employee fails to repeat the required signal information, the Engineer must determine the reason at the next station stop.

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3. If the Engineer fails to properly control the speed of the train, the qualified employee must immediately communicate with the Engineer. If necessary, the qualified employee must stop the train.

4. The next signal, when more favorable, must also be communicated by the Engineer.

98-1. YARD, INDUSTRIAL AND INDUSTRY TRACKS – SPEED

Unless otherwise restricted, maximum speed on yard and industrial tracks is Restricted Speed not exceeding 10 MPH.

The following tracks are otherwise restricted to Restricted Speed not exceeding:

	MPH
BNSF Wye 22nd St.	05
CR&I Industrial Tracks No. 2 and No. 3	15
Ash Street No. 3 Industrial	10
Colehour #3 Running	15
Chicago Terminal Tracks 33, 34, 21, 22, 4 Freight, 3 and 4 Main	15
Ashland Avenue No. 2 and No. 3 tracks between CP-518 and 15th Street	15
Exception: Interlocking signals will govern movement between Interlocking limits CP-Pershing to CP-Brighton not to exceed	25
47th Yard, all tracks	10

101-1. SHOVING MOVEMENTS

When shoving cars or engines at any location, crew members or other employee assigned as a crew member must take action to prevent damage, protect against conflicting movements, and avoid fouling other tracks. An assigned crew member directing the movement must place themselves at on or ahead of the leading end, except:

1. When a crew member is in a position to determine positively there is sufficient room in the track to hold the equipment being shoved, there are no conflicting movements, intervening road crossings are properly protected, and intervening switches and derails are properly lined for the intended movement.

2. When a qualified employee is directing the move by radio and can see the track is clear and knows positively that intervening switches and derails are properly lined for the intended movement.

3. In tracks where the move is governed by shove lights and made in accordance with special instructions.

138-2. PUBLIC CROSSINGS AT GRADE – OTHER THAN MAIN TRACK

On running tracks, sidings, yard and industrial tracks, trains must approach crossings protected by automatic warning devices prepared to stop and if warning device fails to operate, on-ground protection must be provided before proceeding over crossing.

700-1. PROCEDURES TO CONTACT TRAIN DISPATCHER BY RADIO

Dispatcher: Chicago West
Channel – 1 (AAR 46/46)
Dispatcher: "CJ" Dispatcher
Channel – 2 (AAR 64/64)

Chicago West train dispatcher in charge of all main track territory between CP-482 and 21st Street. "CJ" Train Dispatcher controls Interlockings at CP-Pershing (UW2.4) and CP-Brighton (UW2.6).

To contact the dispatcher, dial the 3-digit code as indicated below by pushing each number on the radio dial pad for about 1 second for each digit. A confirmation tone will be broadcast from the base radio indicating that the dispatcher has been notified.

Dispatcher	**Call-in**
Chief Train Dispatcher	640
Kankakee	641
Chicago West	643
Chicago East	644
Police Desk	653
Emergency	911

RADIO FREQUENCIES AT YARD OFFICE LOCATIONS

Location	Channel	AAR Frequency
Ashland Ave.	2	64/64
Colehour	2	64/64
51st St.	1 and 3	46/46 and 50/50
55th St.	1 and 3	46/46 and 50/50
Park Manor	1and 3	46/46 and 30/30

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TELEPHONE NUMBERS
Train Dispatcher (Chicago West).....313-323-5868
Chief Dispatcher 313-323-5806
"CJ" Dispatcher…….773-538-9292

Location
Ashland Ave
Trainmaster..... 773-538-9284
Yardmaster 773-538-9285
55th Street Yardmaster..... 773-538-9274
Park Manor Yardmaster..... 773-538-9367

MISCELLANEOUS INSTRUCTIONS

Connection Track Movement Authorization
BRC Connection Tracks (CP-509) between Commercial Avenue and CP 509 – Chicago West Dispatcher.

INDUSTRIAL TRACKS (ASHLAND YARD)
NS yardmaster at Ashland Avenue authorizes all movements on No. 2 and No. 3 industrial tracks between switches at 14th Street and CP-518.

All trains and equipment approaching Ashland Avenue Yard must contact the Ashland Avenue Yardmaster for instructions prior to entering the following tracks:

- CR&I Industrial Track #2 between CP518 and Ogden Jct, also called "CJ2".
- CR&I Industrial Track #3 between CP518 and Ogden Jct, also called "CJ3".
- 49th Street Line

NS "CJ" Dispatcher will be contacted prior to entering the:
- Western Avenue Industrial Track (Panhandle)

Interlockings at CP-Pershing and CP-Brighton, controlled by the NS "CJ" Dispatcher.

OGDEN JUNCTION – ASHLAND AVENUE
All trains destined for Union Pacific Railroad will report their arrival/departure at Ogden Junction to the CJ Dispatcher at Brighton AAR (channel 64-64). All trains destined for the Union Pacific Railroad upon arrival at Ogden Junction are to contact Union Pacific Proviso train dispatcher via radio on AAR (channel 52-52) for instructions.

CP 518
All trains and engines operating east on yard tracks 3 south and 4 south must contact the yardmaster at 55th Street (channel 3, AAR 50-50) for permission to occupy these tracks before passing CP 518 interlocking.

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SIGNAL ASPECTS and INDICATIONS

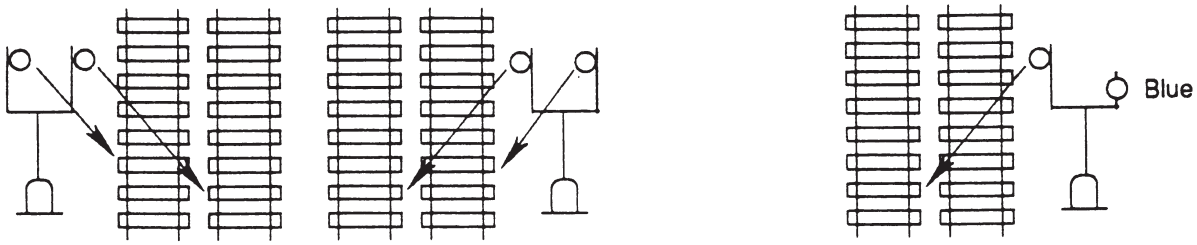
The signal aspects and indications illustrated in Rules 281 through 297d govern the movements of trains and track cars. Other aspects must not be used unless shown in the CORA Guide with locations, indication, and name.

Aspects are shown by one or more of the following methods:
1. The color of lights.
2. The flashing of lights.
3. The shape color or lettering of signs.

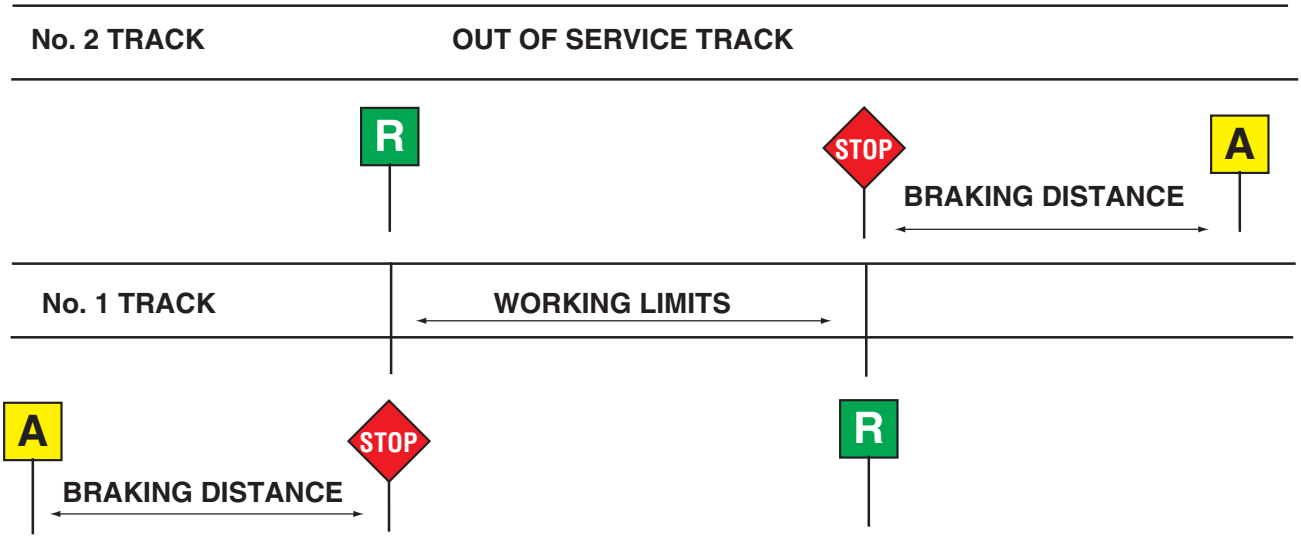
To indicate number plate To indicate flashing

Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left.

Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.



PROTECTION BY STOP SIGNS WHEN AN IN-SERVICE TRACK
IS OBSTRUCTED FOR MAINTENANCE
Placement of Approach, Stop, and Resume Speed Signs
(in reference to NORAC Rule 135)



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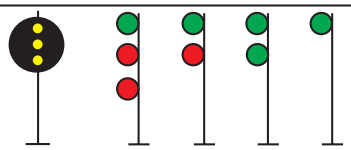
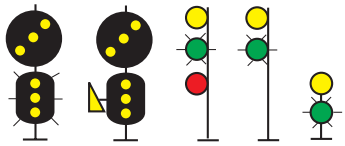
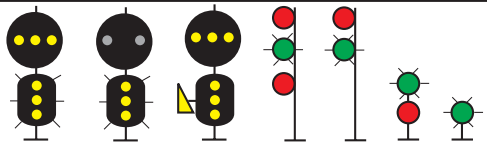
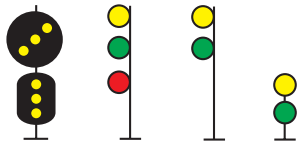
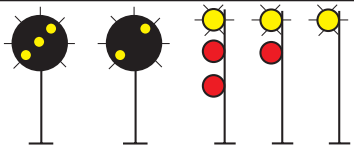
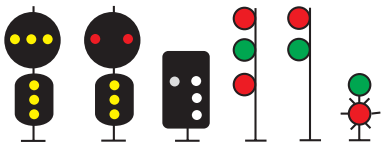
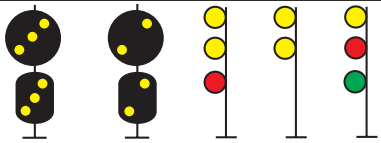
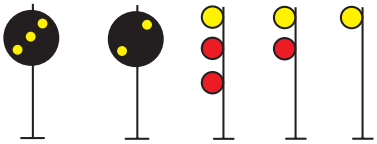
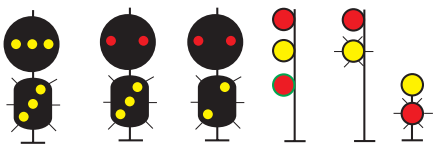
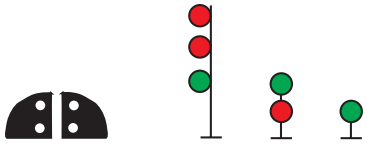
NORAC BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECTS	NAME	INDICATION
281		CLEAR	Proceed not exceeding Normal Speed.
281b		APPROACH LIMITED	Proceed approaching the next signal at Limited Speed.
281c		LIMITED CLEAR	Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed.
282		APPROACH MEDIUM	Proceed approaching next signal at Medium Speed.
282a		ADVANCE APPROACH	Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes the Advance Approach signal.
283		MEDIUM CLEAR	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed.
284		APPROACH SLOW	Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.
285		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Signal.
286		MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.
287		SLOW CLEAR	Proceed at Slow Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed.

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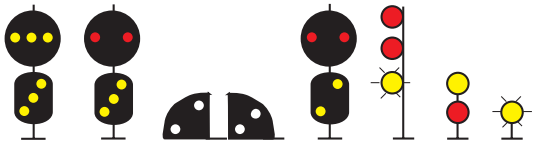
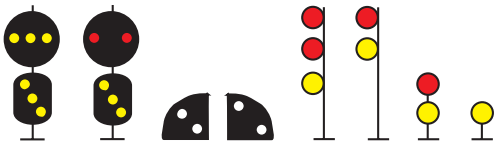
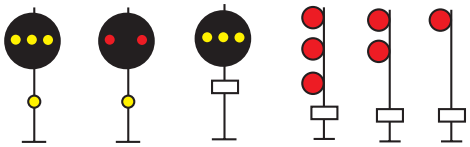
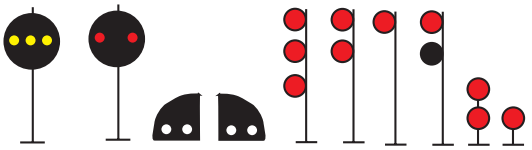
RULE	ASPECTS	NAME	INDICATION
288		SLOW APPROACH	Proceed prepared to stop at the next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.
290		RESTRICTING	Proceed at Restricted Speed until entire train has: 1. Passed a more favorable fixed signal or 2. Entered non-signalled DCS territory.
291		RESTRICTED PROCEED	Proceed at Restricted Speed until entire train has cleare all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have 1. Passed a more favorable fixed signal or 2. Entered non-signalled DCS territory. In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Letter G (Grade) and Letter R (Restricting) markers are retired in place.
292		STOP SIGNAL	Stop.

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RULE	ASPECTS	NAME	INDICATION
296a		APPROACH SPEED LIMIT SIGN	Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
296b		SPEED LIMIT SIGN	Proceed at speed posted on the Approach Speed Limit Sign until the entire train has passed the Resume Speed Sign.
296c		RESUME SPEED SIGN	Resume speed after the entire train has passed the Resume Speed Sign.
297		APPROACH SIGN	Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes Approach Sign.
297a		STOP SIGN	Stop unless permission is received as prescribed by Rule 135.
297d		DIVERGING APPROACH SIGN	If routed to affected track, proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.

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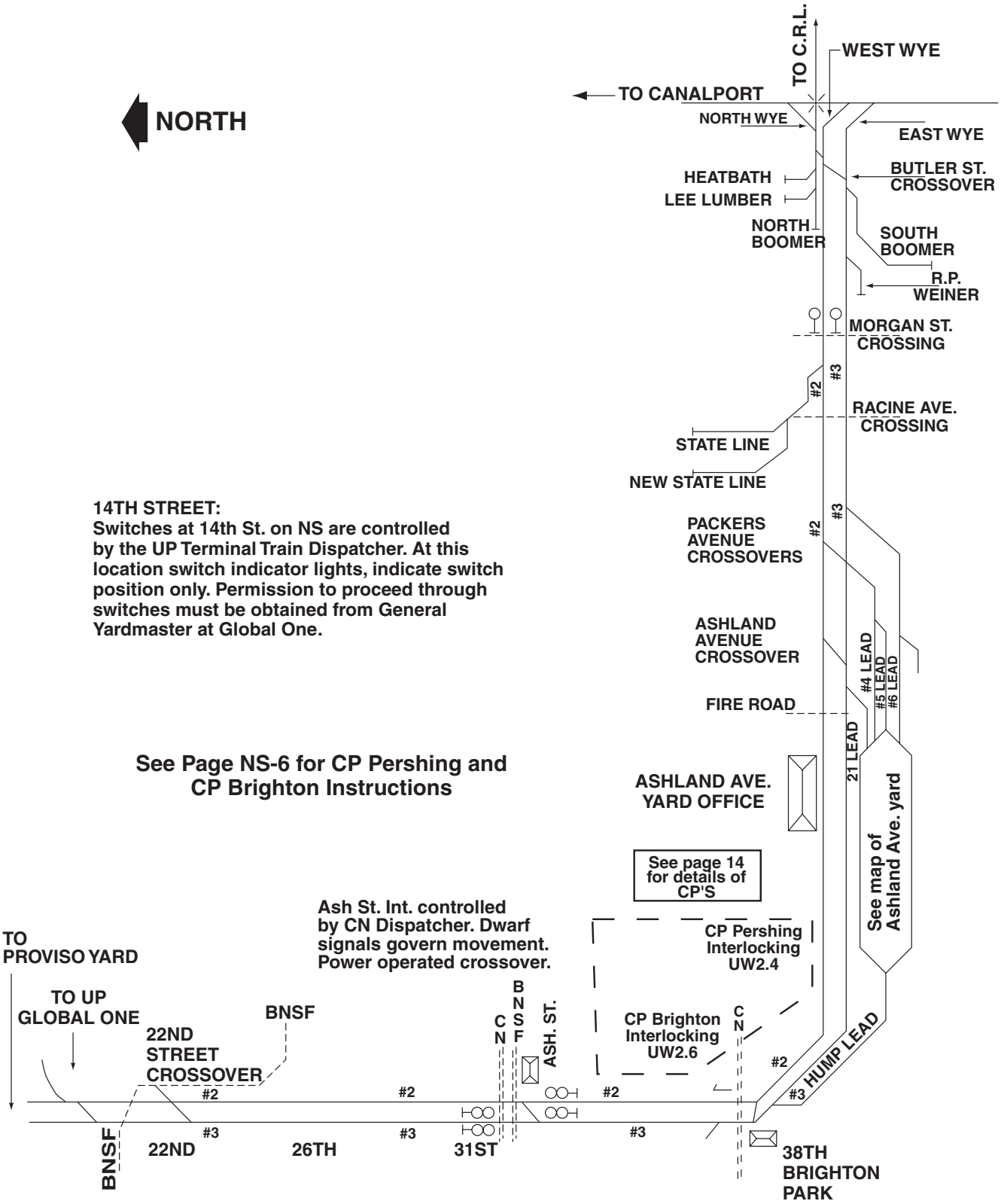
NORTH
TO C.R.L.
WEST WYE
TO CANALPORT
NORTH WYE
EAST WYE
HEATBATH
LEE LUMBER
BUTLER ST. CROSSOVER
NORTH BOOMER
SOUTH BOOMER
R.P. WEINER
MORGAN ST. CROSSING
#2
#3
RACINE AVE. CROSSING
STATE LINE
NEW STATE LINE
14TH STREET:
Switches at 14th St. on NS are controlled by the UP Terminal Train Dispatcher. At this location switch indicator lights, indicate switch position only. Permission to proceed through switches must be obtained from General Yardmaster at Global One.
PACKERS AVENUE CROSSOVERS
ASHLAND AVENUE CROSSOVER
#4 LEAD
#5 LEAD
#6 LEAD
FIRE ROAD
21 LEAD
See Page NS-6 for CP Pershing and CP Brighton Instructions
ASHLAND AVE. YARD OFFICE
See page 14 for details of CP'S
See map of Ashland Ave. yard
Ash St. Int. controlled by CN Dispatcher. Dwarf signals govern movement. Power operated crossover.
CP Pershing Interlocking UW2.4
TO PROVISO YARD
TO UP GLOBAL ONE
BNSF
22ND STREET CROSSOVER
CN
BNSF
ASH. ST.
CP Brighton Interlocking UW2.6
CN
HUMP LEAD
#2
#3
BNSF
22ND
26TH
31ST
38TH BRIGHTON PARK

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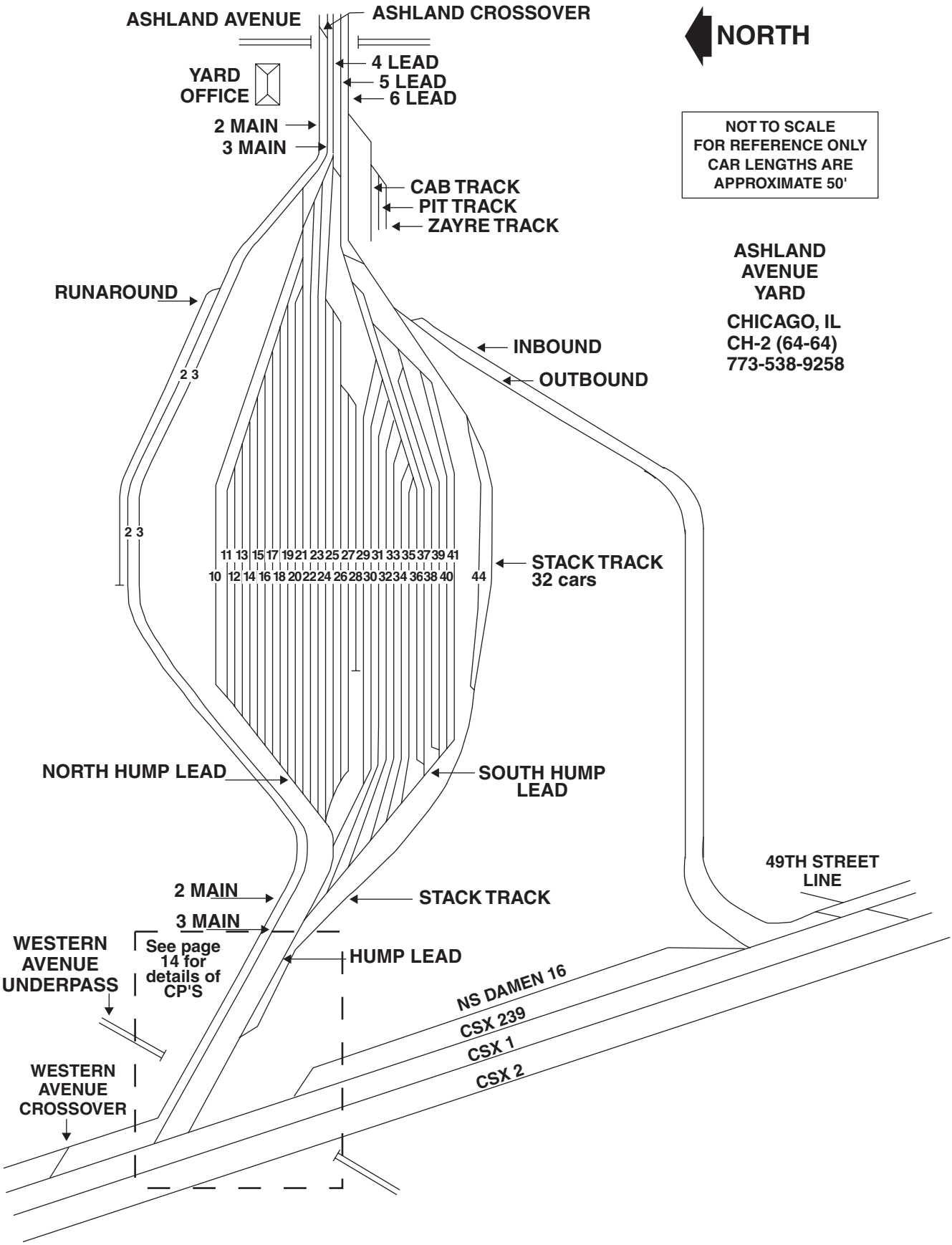
ASHLAND AVENUE
ASHLAND CROSSOVER
NORTH
YARD OFFICE
4 LEAD
5 LEAD
6 LEAD
2 MAIN
3 MAIN
NOT TO SCALE
FOR REFERENCE ONLY
CAR LENGTHS ARE
APPROXIMATE 50'
CAB TRACK
PIT TRACK
ZAYRE TRACK
ASHLAND
AVENUE
YARD
CHICAGO, IL
CH-2 (64-64)
773-538-9258
RUNAROUND
INBOUND
OUTBOUND
2 3
2 3
11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41
10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40
44
STACK TRACK
32 cars
NORTH HUMP LEAD
SOUTH HUMP
LEAD
49TH STREET
LINE
2 MAIN
3 MAIN
STACK TRACK
WESTERN
AVENUE
UNDERPASS
See page
14 for
details of
CP'S
HUMP LEAD
NS DAMEN 16
CSX 239
CSX 1
CSX 2
WESTERN
AVENUE
CROSSOVER

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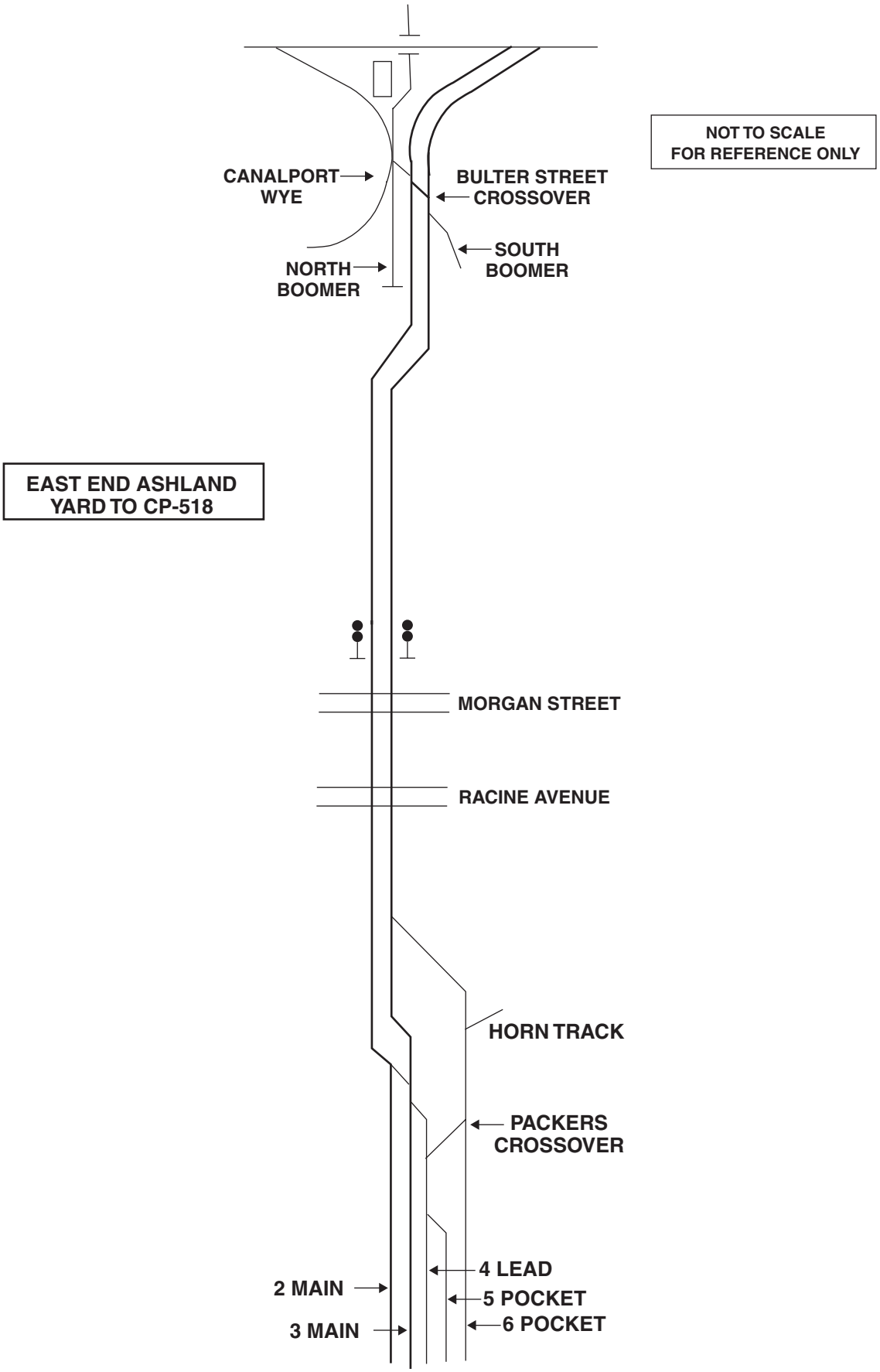
NOT TO SCALE
FOR REFERENCE ONLY
CANALPORT WYE
BULTER STREET CROSSOVER
SOUTH BOOMER
NORTH BOOMER
EAST END ASHLAND YARD TO CP-518
MORGAN STREET
RACINE AVENUE
HORN TRACK
PACKERS CROSSOVER
4 LEAD
5 POCKET
6 POCKET
2 MAIN
3 MAIN

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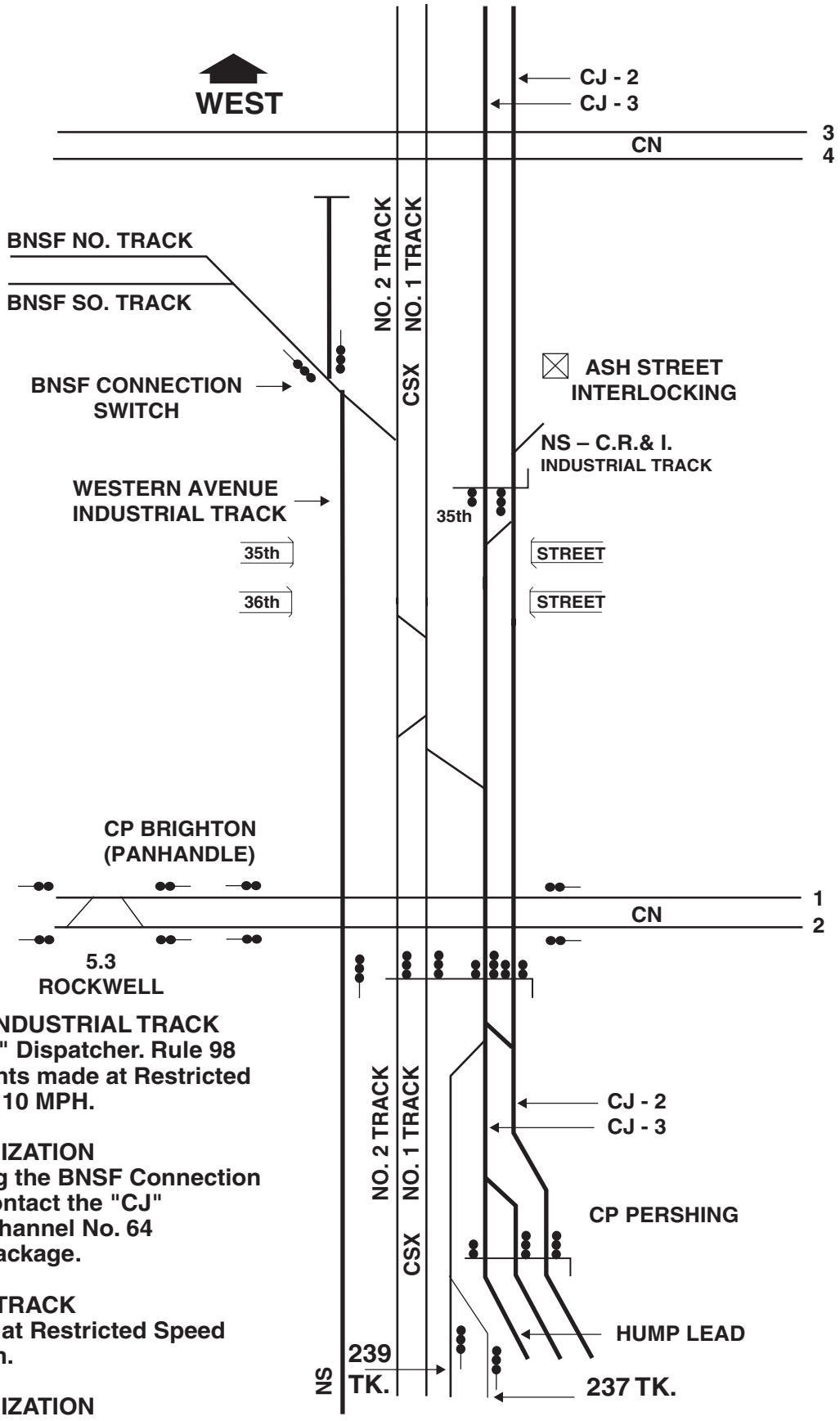

WESTERN AVENUE INDUSTRIAL TRACK
Controlled by NS "CJ" Dispatcher. Rule 98 in effect. All movements made at Restricted Speed not exceeding 10 MPH.

MOVEMENT AUTHORIZATION
All trains approaching the BNSF Connection from the BNSF will contact the "CJ" Dispatcher on AAR Channel No. 64 before entering NS trackage.

BNSF CONNECTION TRACK
All movements made at Restricted Speed not exceeding 10 mph.

MOVEMENT AUTHORIZATION
All trains approaching the BNSF Connection from the NS will contact the BNSF #1 Tower Corwith on AAR Channel No. 36 for authority to enter the BNSF Connection Track.

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CHICAGO LINE - CP 518 TO 21st Street
Rule 261 in effect No. 1 and No. 2 Main Tracks.

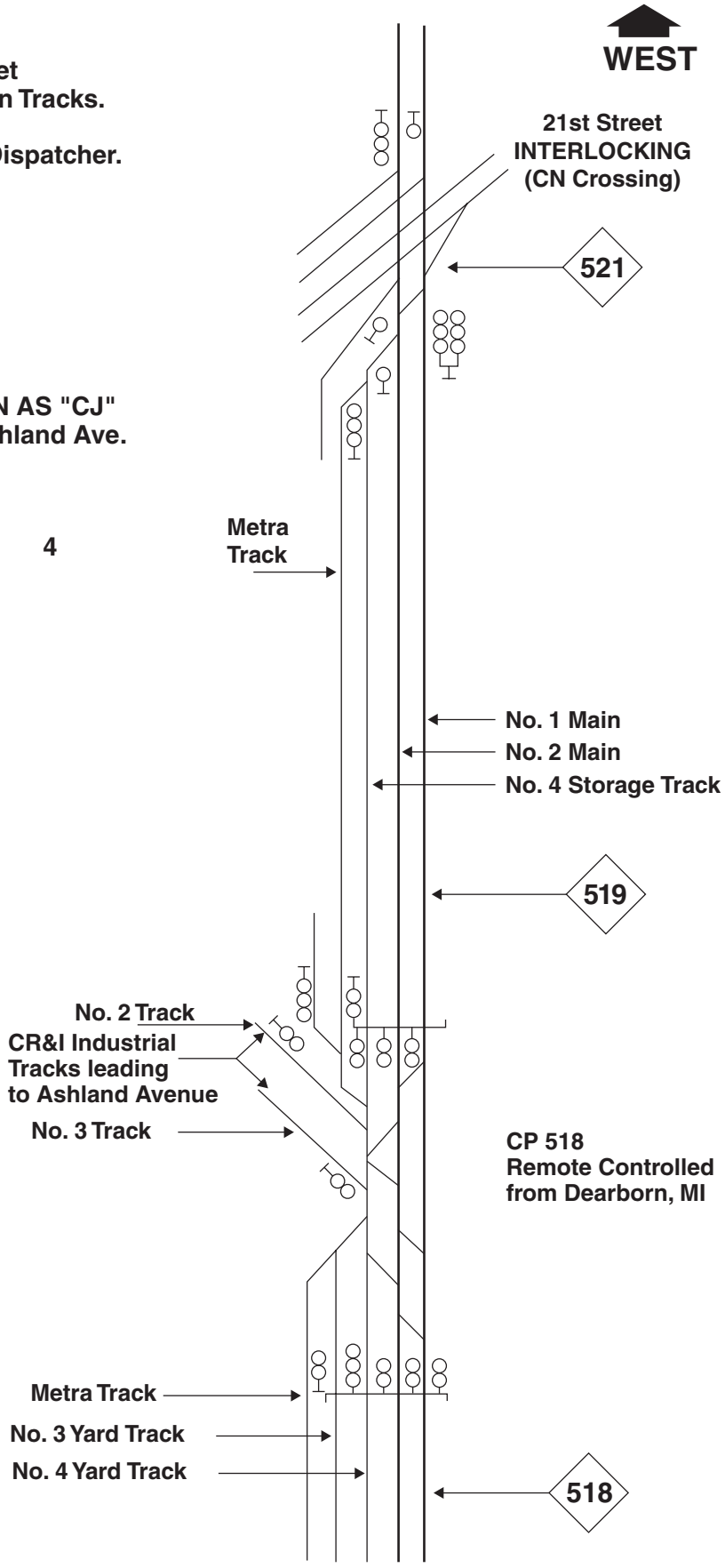
CP 518 Controlled by Chicago West Dispatcher.

No. 3, No. 4, and No. 4 Storage Controlled by Yardmaster 55th Street.

CR&I Industrial Tracks (ALSO KNOWN AS "CJ" TRACK) Controlled by Yardmaster Ashland Ave.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
MP 516.3 and 21st Street				
PSGR	70	70		
TV	40	40		
Freight	40	40		
21st Street over CN Crossing				
PSGR	70	70		
TV	10	10		
Freight	10	10		



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CHICAGO LINE - Englewood TO CP 518

Rule 261 in effect No. 1 and No. 2 Main Tracks.

ENGLEWOOD Controlled by METRA Rock Island District Dispatcher.

No. 33 and No. 34 Yard Tracks Controlled by Yardmaster 55th Street.

No. 21 and No. 22 Yard Tracks Controlled by Yardmaster Park Manor.

SPEEDS BETWEEN	**MPH**			
MAINS	**1**	**2**	**3**	**4**
Englewood				
TV	30	30		
Freight	30	30		
Englewood and MP 516.0				
TV	45	45		
Freight	30	30		
MP 516.0 and 516.3 curve				
TV	25	25		
Freight	25	25		
MP 516.3 and 21st Street	40	40		

55th STREET YARD / PARK MANOR YARD
RESTRICTED SPEED APPLICATION:
In application of Restricted Speed, maximum authorized speed as follows:

	MPH
No. 21 and 22 tracks	15
No. 33 and 34 tracks	15
No. 3 and 4 South	15
No. 4 North	15
All other tracks	10

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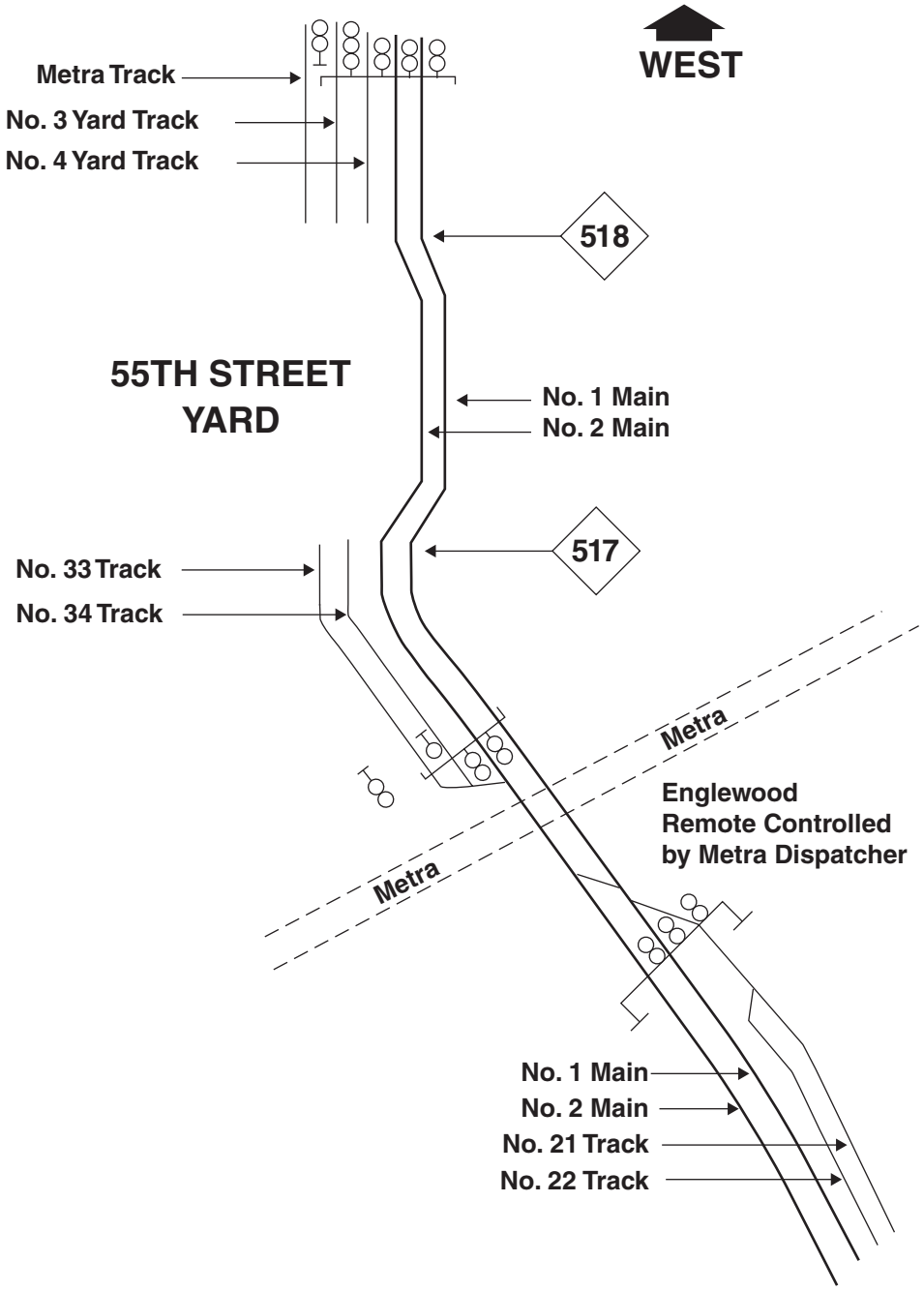
WEST
Metra Track
No. 3 Yard Track
No. 4 Yard Track
518
55TH STREET
YARD
No. 1 Main
No. 2 Main
517
No. 33 Track
No. 34 Track
Metra
Englewood
Remote Controlled
by Metra Dispatcher
Metra
No. 1 Main
No. 2 Main
No. 21 Track
No. 22 Track

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CHICAGO LINE - CP 509 TO Englewood Rule 261 in effect No. 1 and No. 2 Main Tracks.

CP 513 Controlled by Chicago West Dispatcher.

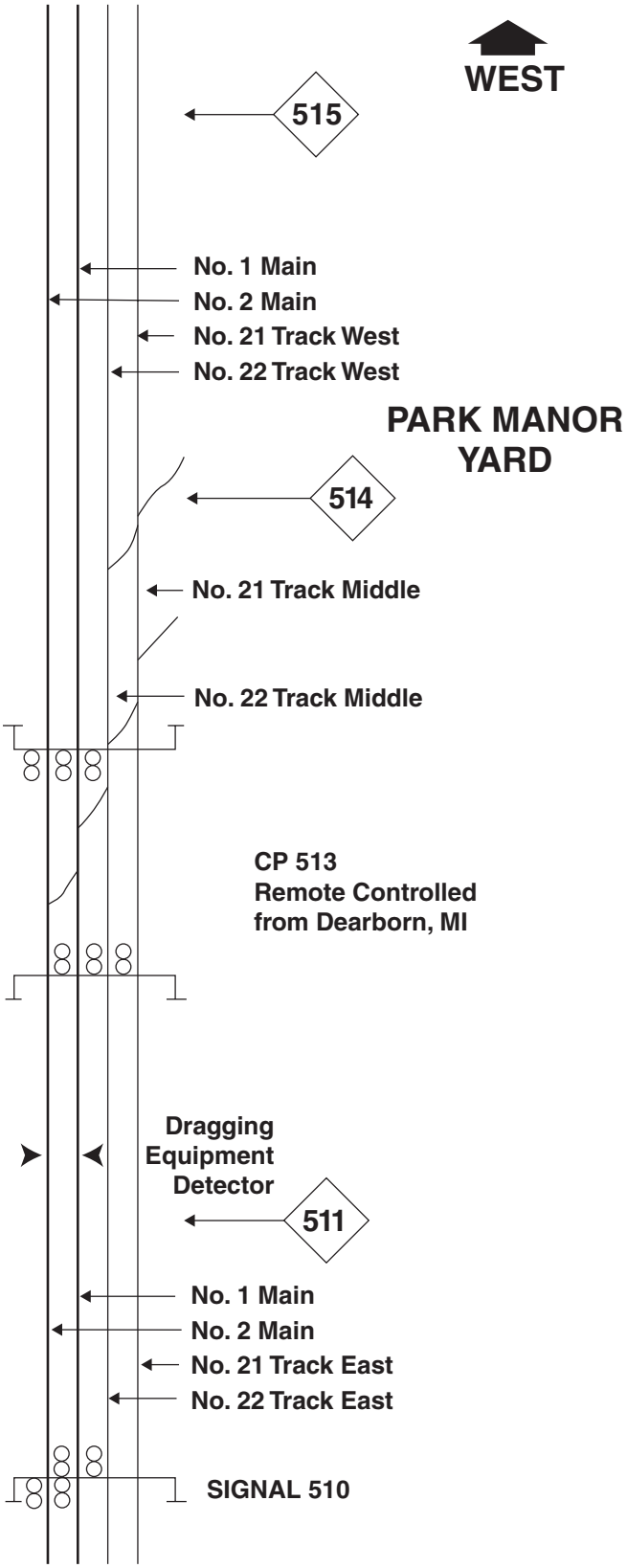
No. 21 and No. 22 Yard Tracks Controlled by Yardmaster Park Manor.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
CP 509 and Englewood				
TV	50	50		
Freight	45	45		
Englewood				
TV	30	30		
Freight	30	30		

PARK MANOR YARD
RESTRICTED SPEED APPLICATION:
In application of Restricted Speed, maximum authorized speed as follows:

	MPH
No. 21 and 22 tracks	15
All other tracks	10



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CHICAGO LINE - CP 506 TO CP 509
Rule 261 in effect No. 1 and No. 2 Main Tracks.

CP 506 to CP 509
Rule 251 West in effect on Track No. 4.

CP 509 - BRC Connection Track
Controlled by Chicago West Dispatcher.

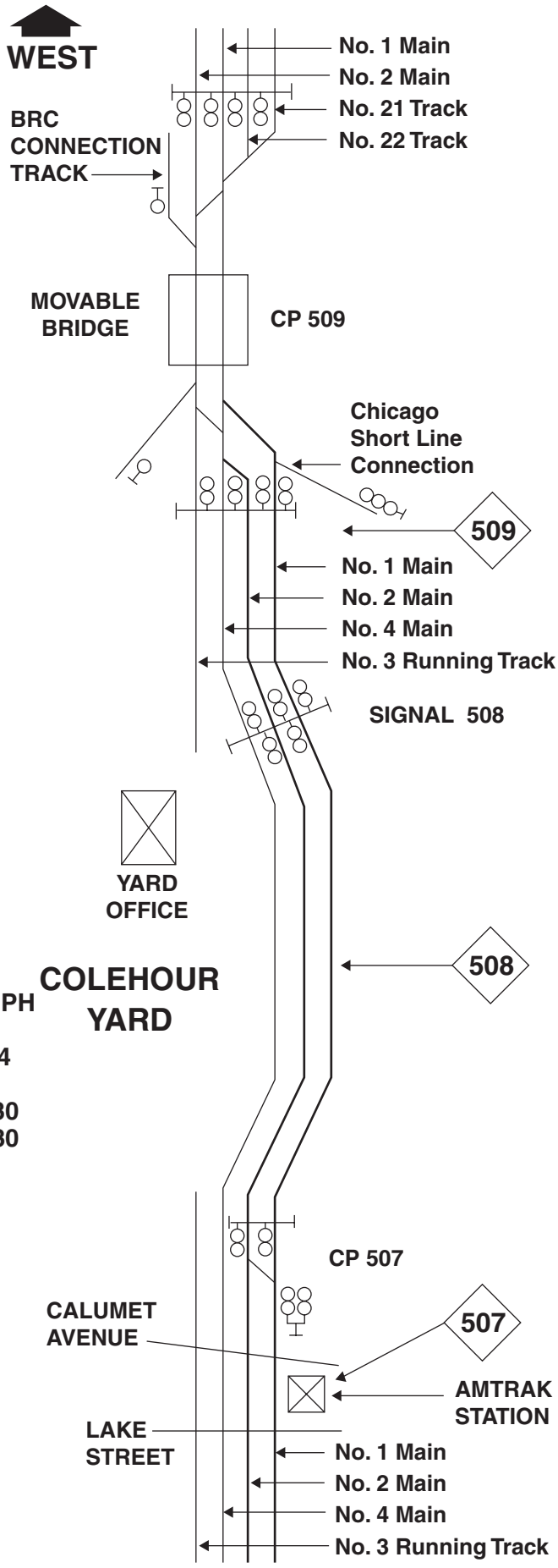
CP 507 and CP 509 Controlled by Chicago West Dispatcher.

COLEHOUR YARD / PARK MANOR YARD RESTRICTED SPEED APPLICATION:
In application of Restricted Speed, maximum authorized speed as follows:

	MPH
No. 3 Running Track	15
No. 21 and 22 tracks	15
All other tracks	10

SPEEDS BETWEEN **MPH**

MAINS	1	2	3	4
MP 506 and CP 509				
TV	40	40		30
Freight	40	40		30
CP 509				
TV	30	30		
Freight	30	30		



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CHICAGO LINE - HICK TO CP 506
Rule 261 in effect No. 1 and No. 2 Tracks.

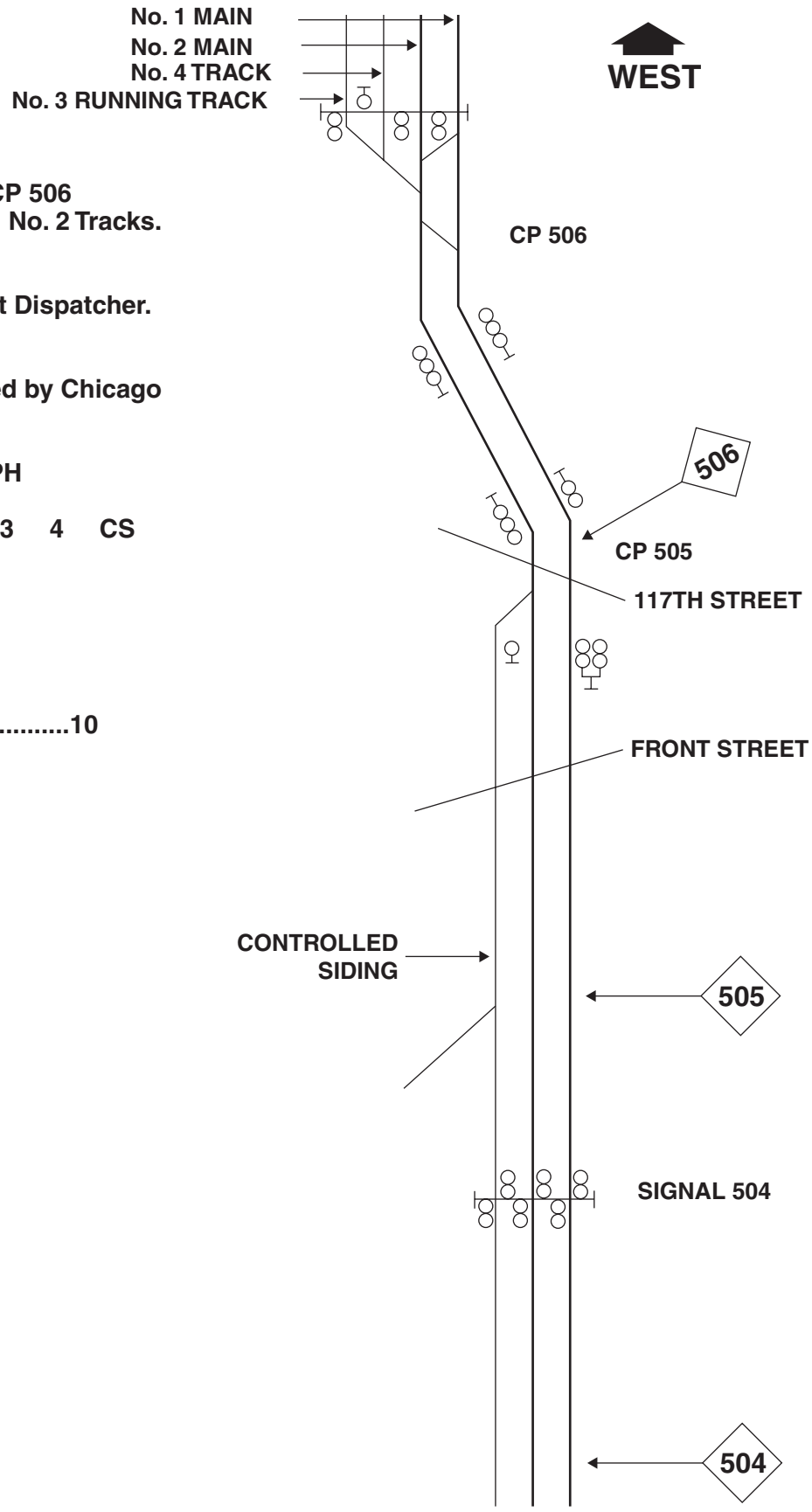
CP 505 and CP 506
Controlled by Chicago West Dispatcher.

HICK to CP 505
Controlled Siding Controlled by Chicago West Dispatcher.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4	CS
Hick and CP 506					
TV	40	40			
Freight	40	40			

Controlled Siding
MP 503.5 to MP 505.1.....10



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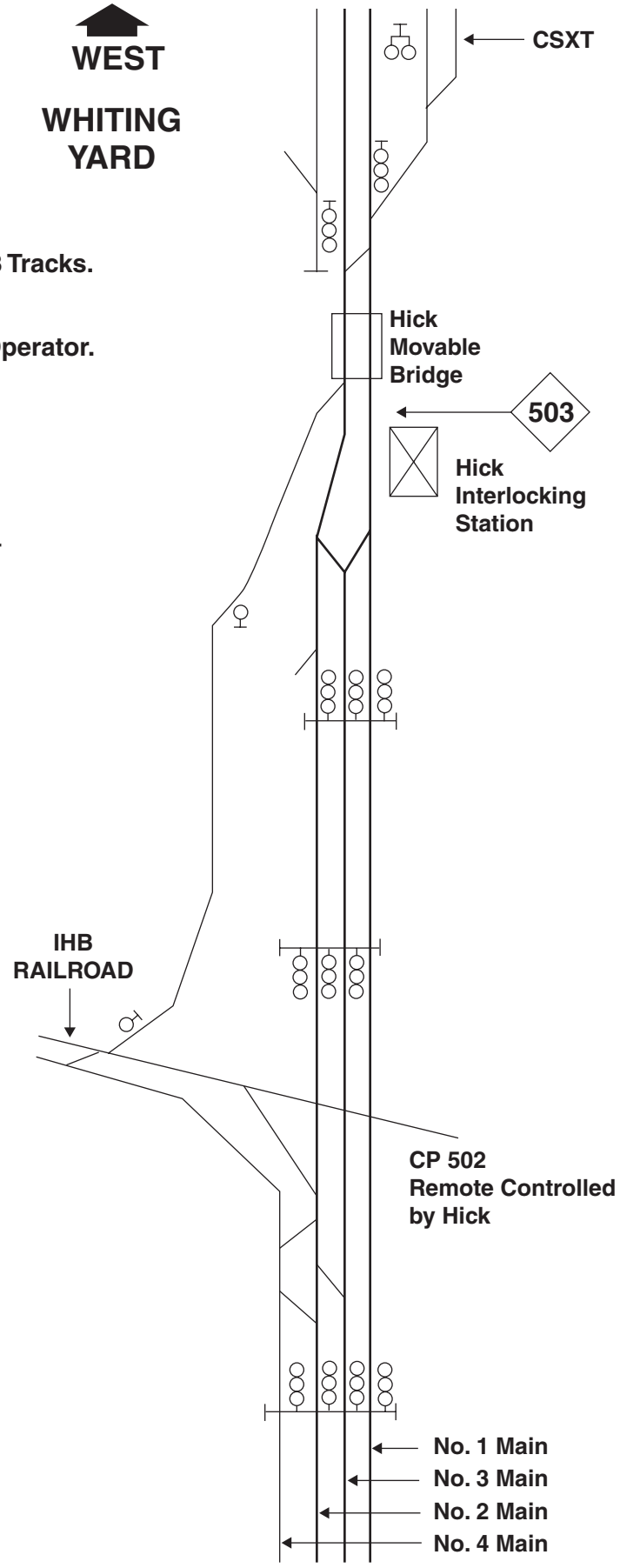
CHICAGO LINE - CP 502 TO HICK
Rule 261 in effect on No. 1, No. 2, and No. 3 Tracks.

HICK INTERLOCKING
Manned interlocking controlled by Block Operator.

CP 502
Remotely Controlled by Operator at Hick.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
Hick Interlocking				
TV	30	30		
Freight	30	30		
CP 502 and Hick				
TV	40	40	40	
Freight	40	40	40	



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CP 502 HICK INTERLOCKING
Controlled by Operator at Hick Tower

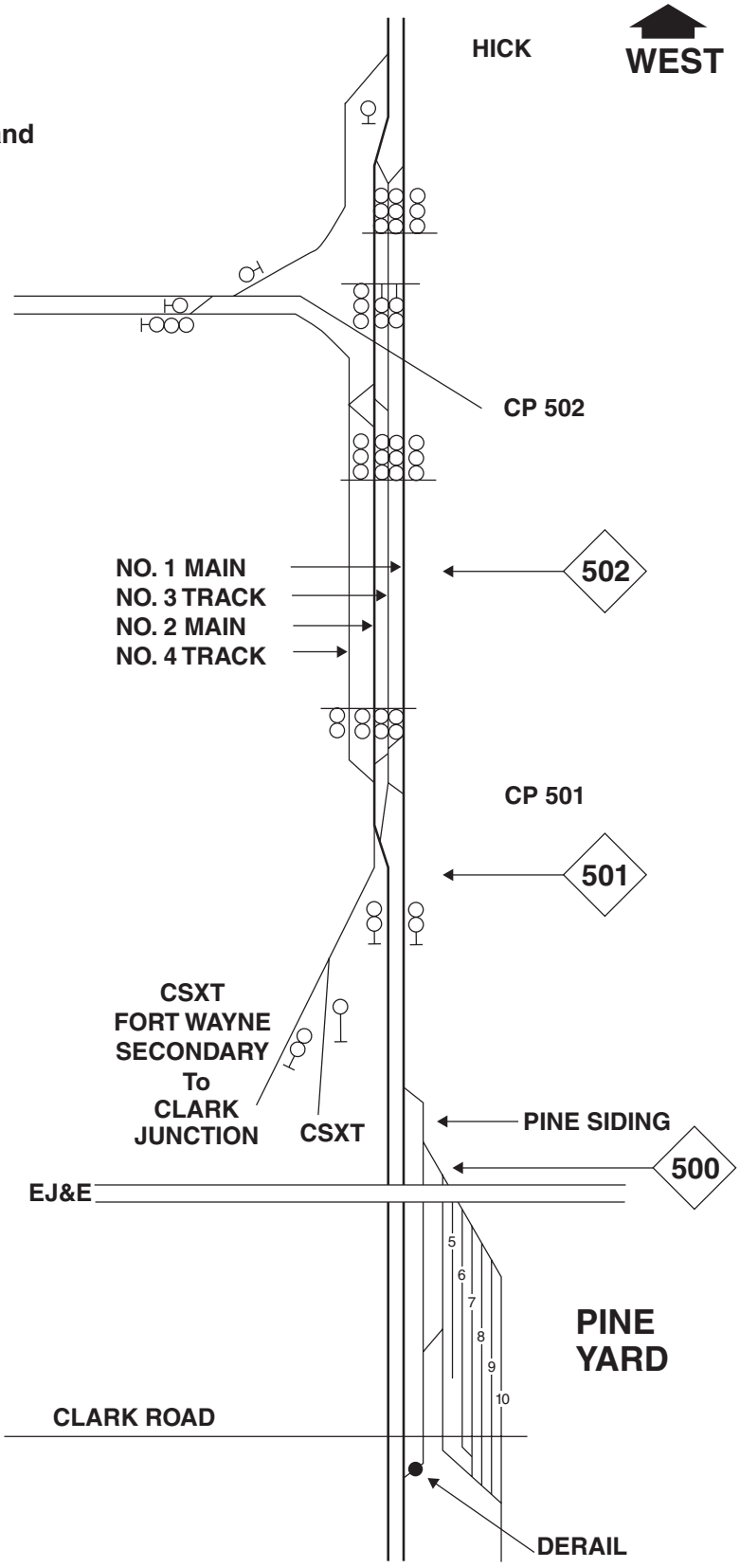
CHICAGO LINE - MP 500 to CP 502
Rule 261 in effect on No. 1, No. 2, No. 3, and No. 4 Tracks.

CP 501
Controlled by Chicago West Dispatcher.

Pine Yard
Controlled by Burns Harbor Yardmaster.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
At CP 502				
TV	40	40	40	
Freight	40	40	40	
CP 501 and CP 502				
TV	55	55	40	40
Freight	50	50	40	40
CP 482 and CP 501				
TV	60	60		
Freight	50	50		



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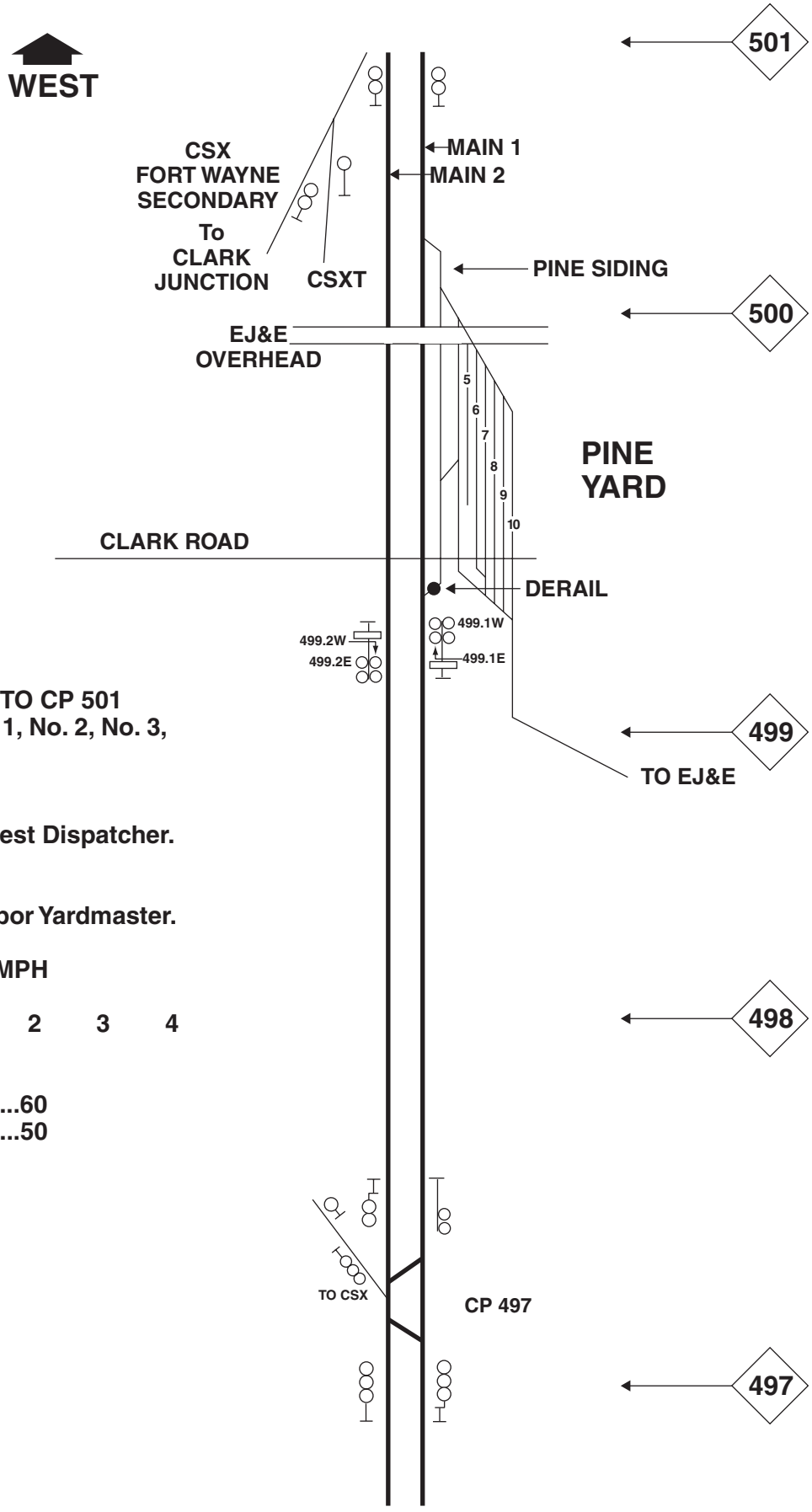

CHICAGO LINE - MP 502 TO CP 501
Rule 261 in effect on No. 1, No. 2, No. 3, and No. 4 Tracks.

CP 501
Controlled by Chicago West Dispatcher.

Pine Yard
Controlled by Burns Harbor Yardmaster.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
MP 482 and CP 501				
TV	60	60		
Freight	50	50		

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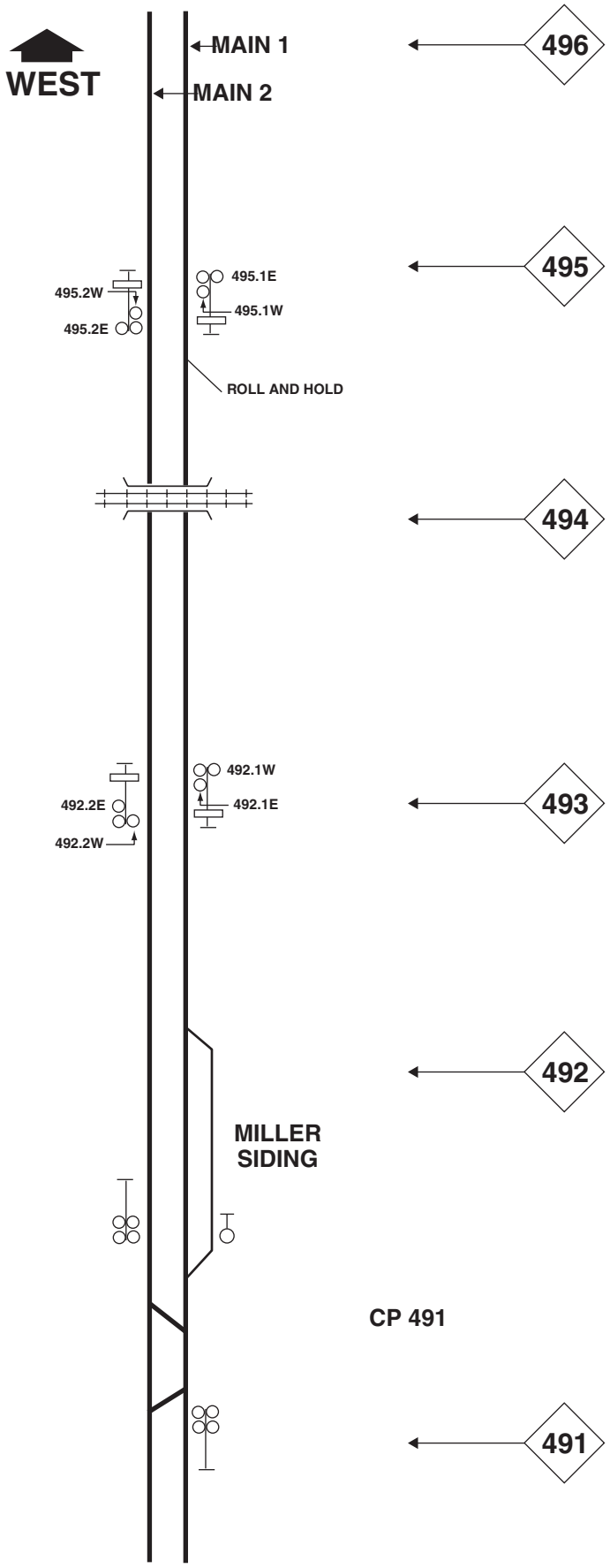
CHICAGO LINE - CP 501 TO CP 482
Rule 261 in effect on No. 1 and No. 2 Tracks.

CP 491
Controlled by Chicago West Dispatcher.

SPEEDS BETWEEN MPH

MAINS	1	2	3	4
MP 491 and MP 496				
TV	60	60		
Freight	50	50		



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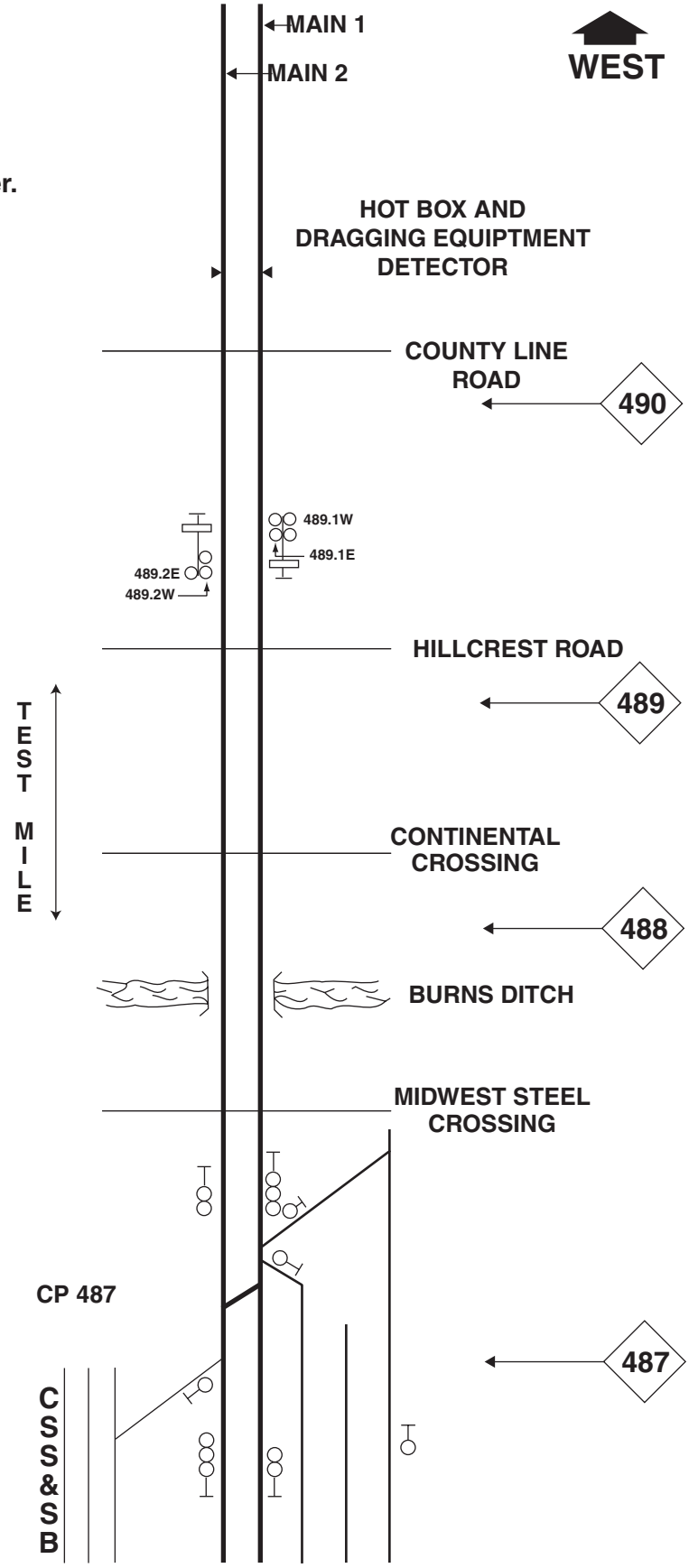
CHICAGO LINE - CP 501 TO CP 482
Rule 261 in effect on No. 1 and No. 2 Tracks.

CP 491
Controlled by Chicago West Dispatcher.

SPEEDS BETWEEN	MPH	
MAINS	1	2
CP 487 and CP 491		
TV	60	60
Freight	50	50



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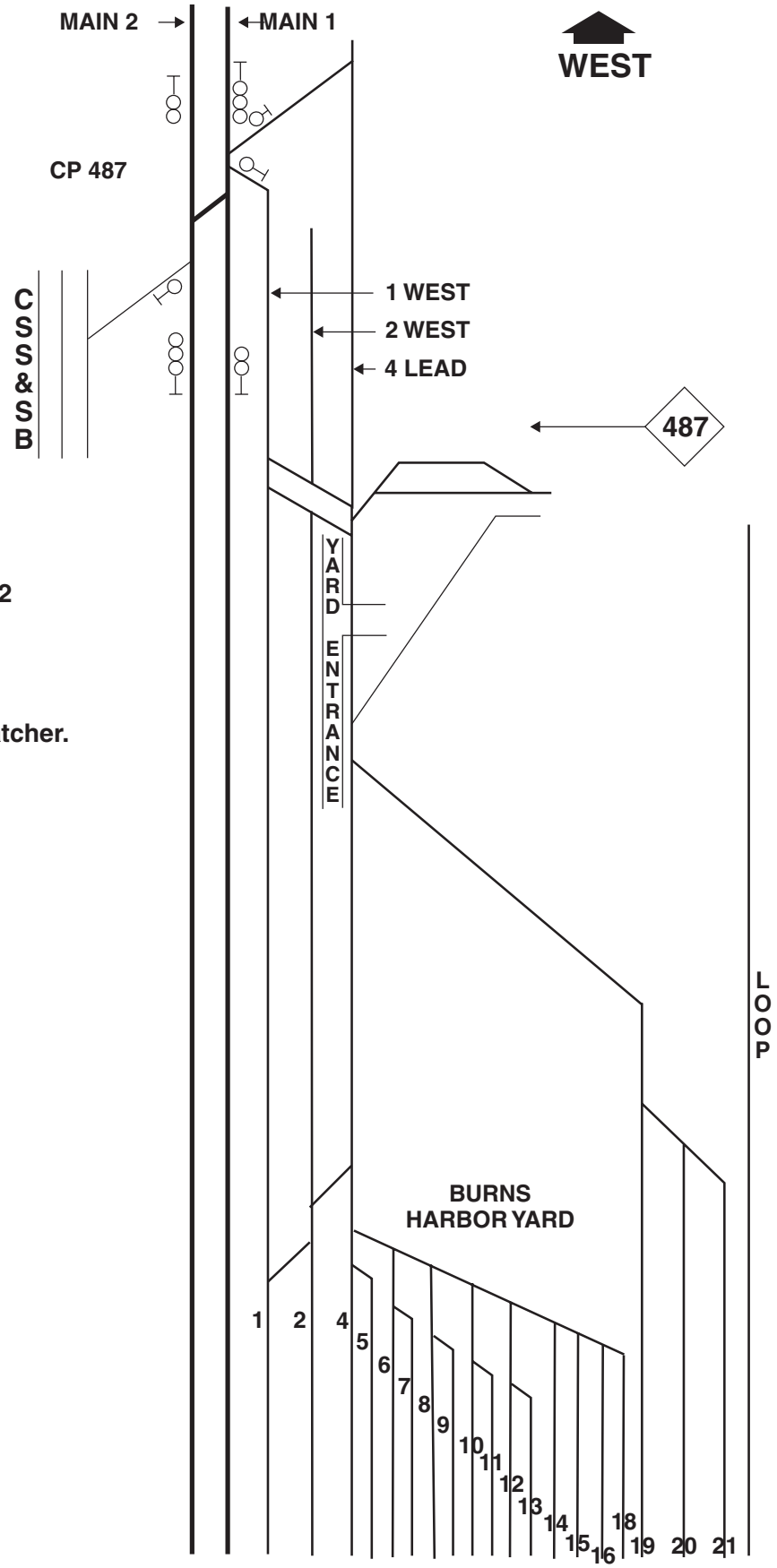

CHICAGO LINE - CP 501 TO CP 482
Rule 261 in effect on No. 1 and No. 2 Tracks.

CP 491
Controlled by Chicago West Dispatcher.

SPEEDS BETWEEN	MPH	
MAINS	1	2
MP 488 and MP 486		
TV	60	60
Freight	50	50

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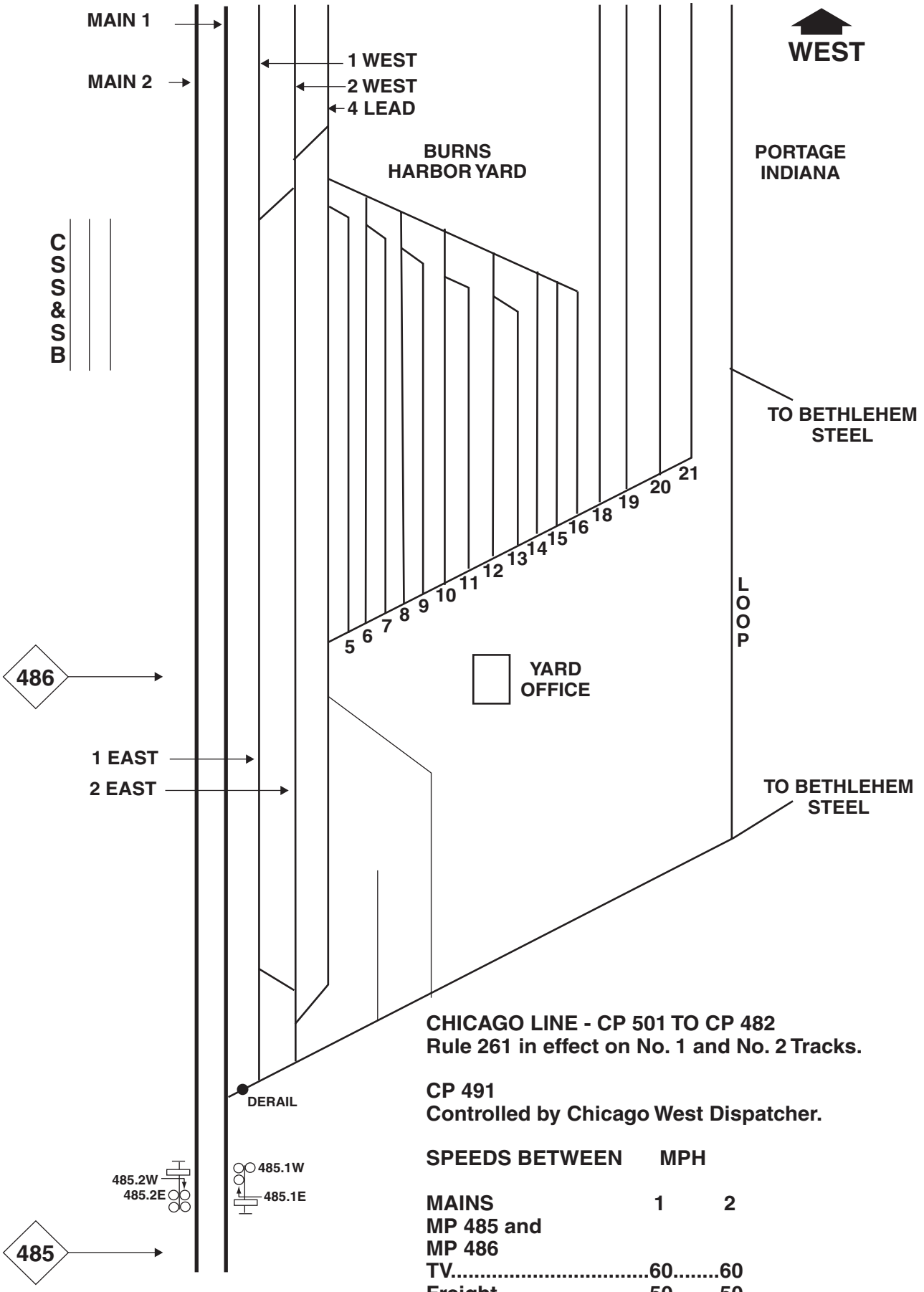

CHICAGO LINE - CP 501 TO CP 482
Rule 261 in effect on No. 1 and No. 2 Tracks.

CP 491
Controlled by Chicago West Dispatcher.

SPEEDS BETWEEN	MPH	
MAINS	1	2
MP 485 and MP 486		
TV	60	60
Freight	50	50

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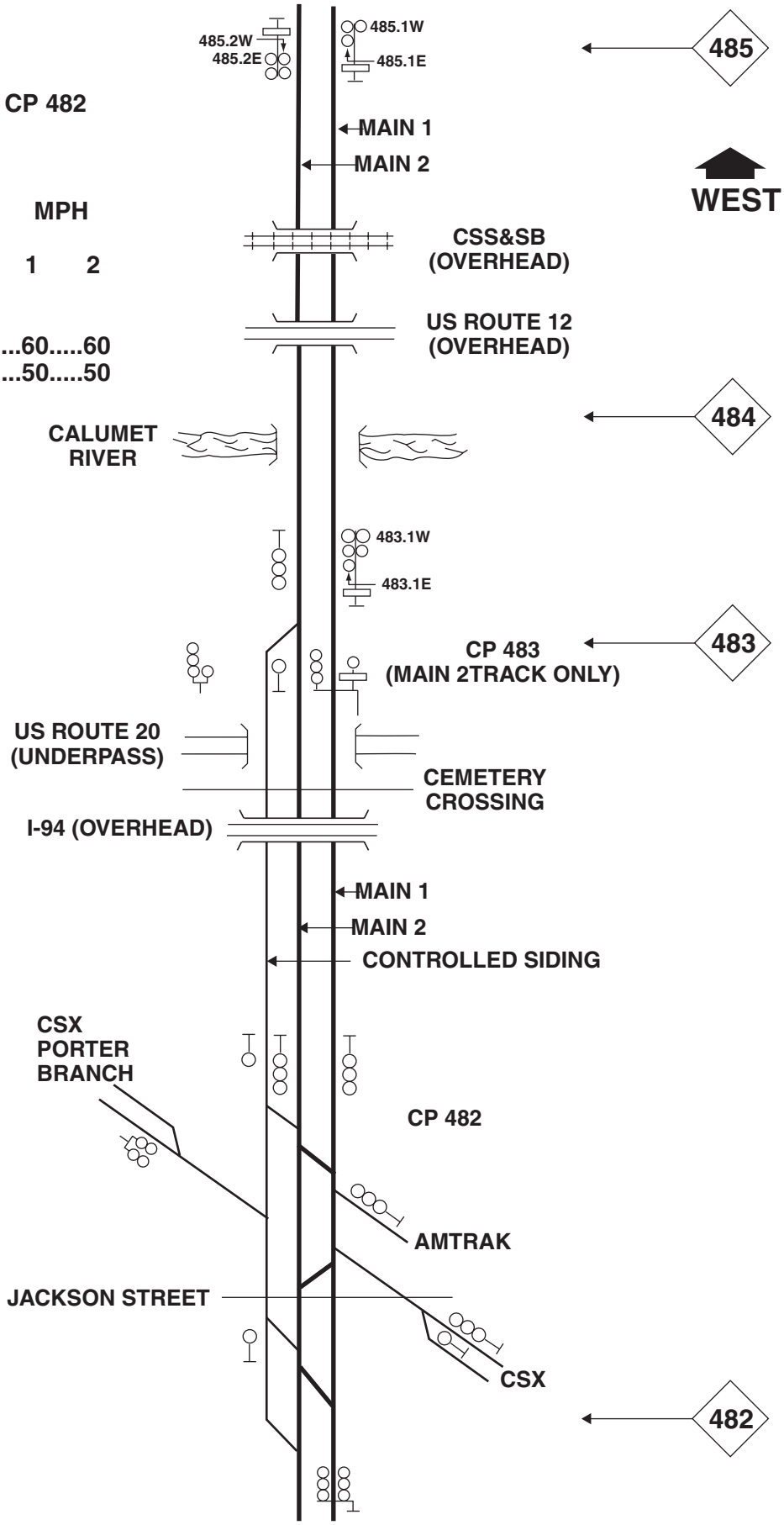
CHICAGO LINE - CP 501 TO CP 482
Rule 261 in effect on No. 1 and No. 2 Tracks.

SPEEDS BETWEEN	MPH	
MAINS	1	2
MP 485 and MP 486		
TV	60	60
Freight	50	50



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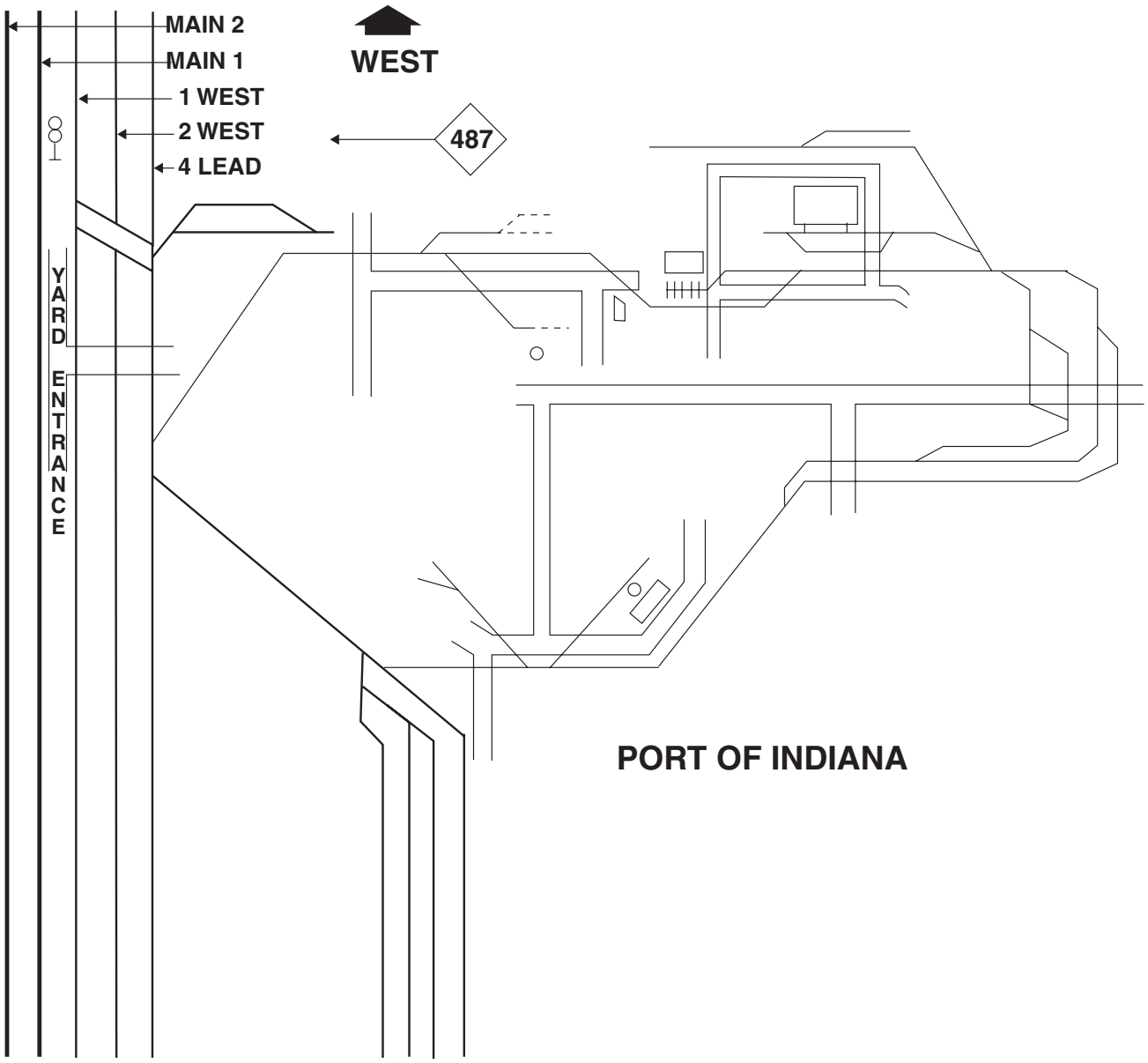
MAIN 2
MAIN 1
1 WEST
2 WEST
4 LEAD
WEST
487
YARD ENTRANCE
PORT OF INDIANA

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Norfolk Southern Operating Rules are in effect on NS TRACKS FORMERLY OPERATED BY NS INCLUDING CHICAGO DISTRICT – VAN LOON TO LANDERS, PULLMAN BRANCH, AND ALL NS OPERATED YARDS ON THESE LINES.

Standard (Railroad) Time on the entire Dearborn Division is Eastern Standard Time. All clocks must be set to reflect this time. All Norfolk Southern Territory covered in the CORA Guide is part of the Dearborn Division.

The Definitions and Rules and Special Instructions Listed Apply to Operating in the Chicago Area defined above.

DEFINITIONS

1. RESTRICTED SPEED
A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 15 MPH. (Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

2. SLOW SPEED
A speed not exceeding 15 MPH.

3. MEDIUM SPEED
A speed not exceeding 30 MPH.

SAFETY AND GENERAL CONDUCT RULES

GR-26. SLEEPING
Sleeping on duty is prohibited. An employee lying down or in a slouching position with eyes closed or with eyes covered or concealed will be considered sleeping.

GR-27 ATTENTION TO DUTY – CELLULAR TELEPHONES/WIRELESS ELECTRONIC DEVICES

a. Undivided attention to duty is required. While on duty, employees must not engage in any activity that will:

- Jeopardize their personal safety or the safety of others.
- Interfere with or distract their attention from their work.
- Circumvent the requirements of the rules or special instructions.

b. Except when authorized by the railroad, employees on duty must not use company provided Cellular Telephones/Wireless Electronic Devices unless related to their duties.

c. Crew members or operators of on-track equipment using Cellular Telephones/Wireless Electronic Devices while on duty are governed as follows:

- All crew members and operators of on-track equipment are prohibited from using cellular telephones/wireless electronic devices when their train, engine, or on-track equipment is moving.
- Crew members or operators of on-track equipment may only use cellular telephones/ electronic devices for business purposes, including reporting work and checking company communications, when their train, engine, or on-track equipment is stopped and when it use does not interfere with or distract from safety or the performance of their duties.
- An employee operating the controls of a moving train, engine, or on-track equipment may not use a cellular telephone/wireless electronic device except in emergency.
- Crew members must turn cellular telephones/wireless electronic devices off while the train or engine is moving.

d. Except when authorized, employees whose duties are governed by the Operating Rules will use radio communication in lieu of a cellular telephone in connection with railroad operations.

e. Minimal, incidental personal use of a cellular telephone is permissible only when it usage does not interfere with required duties or railroad operations. Use of a personal cellular telephone on a moving train or engine is prohibited.

f. The use of personal wireless electronic devices, including, but not limited to, the following is prohibited while on duty:

- Laptop
- PDA/palm pilot
- Blackberry
- DVD/CD player
- Audio player
- Electronic work order reporting device
- Wireless headset/earpiece for cellular telephone
- Video camera
- Television and non-railroad radio
- Handheld games

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OPERATING RULES

11. FUSEES

A train or engine finding a burning fusee unattended on or near its track must immediately reduce to Restricted Speed and proceed at that speed for one mile.

An unattended burning fusee beyond the nearest rail of an adjacent track will not apply to the track on which train or engine is moving.

27. SIGNAL IMPERFECTLY DISPLAYED

A signal imperfectly displayed, a signal functioning erratically, the absence of a light, a white light displayed where a colored light should be, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal and must be promptly reported to the Dispatcher, Control Station or Yardmaster.

34. COMMUNICATING SIGNALS

The engineer must comply with the indication of each block, interlocking and other signal that affects the movement.

Crew members located in the operating compartment must occupy a window seat when available, and must maintain a vigilant lookout for signals and conditions along the track that affect the movement. Crew members located in the operating compartment who cannot avail themselves of a window seat must maintain a vigilant lookout for signals and conditions along the track, within their view, that affect the movement.

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner by its name the indication of each signal affecting movement of their train or engine as soon as the signal is clearly visible or audible. Each signal must be called (1) as soon as it is clearly visible or audible and (2) again, if other than a stop signal, just before the signal is passed. It is the responsibility of the engineer to have each employee comply with these requirements.

When crew members ride in trailing units their first duty is to observe signals affecting the movement. If other crew members are present, they must communicate to each other by its name the indication of each signal.

The Conductor, or a Conductor trainee or trainman in the absence of the Conductor, when riding on the controlling locomotive will communicate by radio the name and location of each signal affecting his movement as soon as the signal becomes visible. Where there is no Conductor, Conductor trainee, or trainman, the Engineer or Engineer trainee will communicate the signal information.

If there are crewmembers on trailing units and/or caboose they will acknowledge the transmission, repeating the information to crew member(s) on the controlling locomotive.

If the Engineer fails to control movement in accordance with signals or other conditions, crew members must communicate with him at once. If he then fails to immediately control speed properly they must take necessary action to stop the train.

90. COMMUNICATING RESTRICTIONS

When voice communication is available, the Conductor must remind the Engineer two miles in advance of slow orders and conditional stop sign orders. If Engineer does not acknowledge or prepare to comply with such orders, the Conductor must immediately stop the train.

A crew member on the controlling locomotive will communicate by radio the designated speed and milepost location of each slow order at least two miles before reaching it. If there are crewmembers on trailing units and/or caboose, they will acknowledge the transmission.

In addition, employees in the operating compartment of the controlling locomotive will acknowledge among themselves the designated speed and milepost location of each approaching slow order as the same information is transmitted by radio.

93. YARD LIMITS

All trains and engines within yard limits must move at Restricted Speed unless the main track is known to be clear by automatic block signal indication.
Note: In single track ABS territory, all trains must move at restricted speed unless moving on a clear signal.

A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movement and then must move at Restricted Speed.

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102. EMERGENCY APPLICATION OF TRAIN BRAKES

When a moving train has an emergency brake application, the engineer must immediately announce by radio: "Train (identification) has brakes in emergency at (location)," then give the dispatcher or control station this information. Adjacent tracks must immediately be protected, unless protection has been provided by the dispatcher or control station, until it is known that there is not obstruction. The train must be inspected before it is moved.

Exceptions:

1. When a solid loaded bulk commodity train (coal, grain, ore, or similar bulk lading) is stopped by an emergency brake application, the train may proceed without inspection if: Pusher service was not being used and train has 200 cars or less; and Emergency brake application occurred on main track with no portion of train moving through a turnout or crossover; and brake pipe pressure is being restored at rear of train.
2. When a train is stopped in single track territory on a trestle or a bridge that is not equipped with a walkway, precluding performance of an inspection of the entire train, an inspection must be made of as much of the train as possible. If the inspection of the portion of the train that is accessible reveals no evidence of derailment and no damage to track or structures, and if it is known that air brakes on the rear have released, it is permissible to pull the remaining portion, at not exceeding 5 MPH, for inspection by a crew member who is located at the trestle or bridge. If the engineer experiences difficulty or excessive amperage in attempting to start the movement, it must be stopped and the reason determined. Should the inspection reveal that a car has been derailed or that there is possible damage to the track or structures due to dragging equipment or other causes, the train must not be moved. The conductor or engineer must promptly contact the dispatcher or control station for further instructions.

103. SHOVING MOVEMENTS

When shoving cars or engines at any location, crew members must take action to prevent damage and to avoid fouling other tracks. A crew member or other employee suitably equipped to control the movement and protect against conflicting movements must place himself at, on or ahead of the leading end, except:

- When a crewmember is in a position to determine positively there is sufficient room in the track to hold the equipment being shoved and there are no conflicting movements, that intervening road crossings are properly protected, and that intervening switches and derails are properly lined for the intended movement.

- When a responsible employee is directing the move by radio and can see the track is clear and knows positively that intervening switches and derails are properly lined for the intended movement.

- In tracks where the move is governed by shove lights and made in accordance with special instructions.

110. CONDITIONAL STOP SIGNS

(1) A train holding a "Form Y" must not proceed beyond the conditional stop sign at the point designated until the Engineer is notified either by radio communication or in person by the MofW foreman or Signal foreman named in the "Form Y" that the track is clear. When notifying the Engineer by radio communication that the track is clear, the foreman must specify the milepost location of the conditional stop sign that the train is being authorized to pass. When this notice has been given, the train may proceed on its rights to do so under governing rules and other authority it may hold.

A train must not reverse direction or make a reverse movement between conditional stop signs at locations stated in the "Form Y".

If a conditional stop sign is not found at the point designated in the "Form Y", a train must not pass the milepost stated in the "Form Y" until notified by the named MofW foreman or Signal foreman that the track is clear. The Engineer will immediately report the incident to the Dispatcher.

If a conditional stop is found at a point not designated in the "Form Y", the Dispatcher must be notified immediately, and the train must not proceed until the proper authority removes the sign.

(2) Conditional stop signs may be located either at mileposts or other fixed definable locations such as switches, road crossings and bridges, which must be designated by both name and milepost location including tenths of a mile. The provisions of a "Form Y" may be issued on a Dispatcher's Bulletin.

(3) "Form Y" will be used when it is desired to give the information prescribed by Rule 110.

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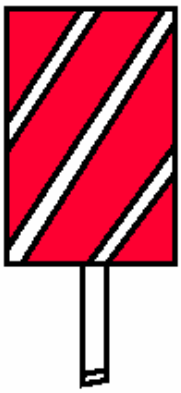
APPROACH CONDITIONAL STOP SIGN NORTHWARD (EASTWARD) AT MP_____AND SOUTHWARD (WESTWARD) AT MP _____
PREPARED TO STOP. DO NOT PASS THIS SIGN UNTIL NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY (MofW FOREMAN) OR (SIGNAL FOEMAN) (name) THAT THE TRACK IS CLEAR. THIS "FORM Y" IS EFFECTIVE FROM _____ TO _____

INDICATION — APPROACH PREPARED TO STOP SHORT OF CONDITIONAL STOP SIGN

NAME — APPROACH PREPARED TO STOP SIGN

This sign is to be displayed not less than 1½ miles in advance of conditional stop sign.



For use in connection with "Form Y" train order and Rule 110.

INDICATION — STOP UNLESS NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY MofW OR SIGNAL FOREMAN NAMED IN TRAIN ORDER THAT TRACK IS CLEAR.

NAME — CONDITIONAL STOP SIGN

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TWO MAIN TRACKS OTHER THAN TRAFFIC CONTROL OR REMOTE CONTROL TERRITORY

151. Where two main tracks are in service trains and engines must keep to the right unless otherwise provided.

152. Before a train or engine crosses over to or obstructs another main track, permission must be received from the Dispatcher or other proper authority.

In ABS territory, before crossing over from one main track to another at hand-operated switches, trains or engines must obtain permission and wait the prescribed time.

155. When a train or engine is moving against the current of traffic on a track not signaled for movement in both directions, it must approach all facing-point switches at Restricted Speed unless advised that such switches have been spiked for main track movement.

The timetable will identify crossings where crossing signal circuits require movements against the current of traffic to observe restricted speed.

GENERAL SIGNAL RULES

241. UNEXPECTED SIGNAL CHANGES
If a signal changes to RESTRICTING or STOP while a train or engine is approaching it, or if a train encounters a RESTRICTING or STOP signal not indicated by the preceding signal, stop must be made as soon as possible without endangering the movement. After stopping, train or engine will not proceed until authorized by the Control Station or Dispatcher, who will not grant such authority until it has been determined there are no conflicting movements. When authorized, train or engine will proceed at Restricted Speed, observing Rule 245.

The Engineer will promptly report each such occurrence to the Chief Dispatcher.

245. RESTRICTED SPEED
Restricted Speed, when required by signal indication, must be observed until the leading end of the movement reaches the next signal. **EXCEPTION:** When the signal governs movement to non-signaled territory or to a track signaled for movement in the opposite direction only, Restricted Speed applies until the leading end of the movement is through any crossovers, turnouts, or interlocking limits governed by that signal.

248. REVERSE MOVEMENTS
A train or engine that has entirely passed a block signal governing forward movement must not make a reverse movement past that signal without permission of the Dispatcher or Control Station.

A reverse movement that will not pass a signal governing forward movement must be protected by the Dispatcher or Control Station against trains or engines approaching at Restricted Speed.

MOVEMENT OF TRAINS ON TWO OR MORE TRACKS BY BLOCK SIGNAL INDICATIONS

251. On portions of the railroad designated by timetable, trains will run with the current of traffic by block signal indications that supersede timetable superiority of trains. See also rules 151-155.

When necessary, the sequence of trains entering this territory will be directed by the dispatcher.

AUTOMATIC BLOCK SYSTEM RULES

402. PASSING A STOP SIGNAL
In ABS territory, a movement stopped at a STOP signal other than an interlocking, TC or Remote Control signal must stay until authorized by Dispatcher or other designated authority to proceed, then will proceed at Restricted Speed. NOTE: Rule 245

A train or engine may pass a Stop signal to couple to equipment standing immediately beyond the signal.

403. DELAYED IN THE BLOCK – ABS / 251
When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at Restricted Speed to the next signal.

Exception: When it is seen that the track is clear to the next signal, and that the next signal indicates proceed, train or engine may proceed in accordance with the indication of the last signal passed.

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404. ENTERING MAIN TRACKS

In ABS territory, before a train or engine fouls a main track, signaled siding, or crossover, crew members will line all switches involved, to establish signal protection. In addition to other precautions the crew must wait FIVE minutes, unless special instructions require a longer time, before the movement is made. Employees attending switches must restore them promptly to normal position if a movement approaches during the waiting period. When a spring switch has been opened to set signals, it may be restored to normal position and locked after leading wheels are on the frog.

Exceptions – No wait is required:
(a) On single track, when the switch to be used is opened immediately after an opposing movement passes; or
(b) At switches where control stations or block signals govern movement from siding; or
(c) When train is holding exclusive right of track conveyed by Track Warrant Form Box 3; or
(d) When the switch to be used is in a block occupied by standing equipment; or
(e) When indicator of electric switch lock shows that the lock has released; or
(f) When employees attending switches give proceed signals; such signals must not be given until switches have been lined for the prescribed time.

TRAFFIC CONTROL (TC) AND REMOTE CONTROL SYSTEMS

421. FOULING OR ENTERING TRACKS – HAND OPERATED SWITCHES

Trains or engines must not enter or foul the main track, enter a siding, or cross over from one track to another through a hand-operated switch until permission has been obtained from the Control Station.

423. PASSING A STOP SIGNAL

When a train or engine stops at STOP signal and no other movement is evident, a crew member must immediately contact the Control Station. The crew will then be governed by the instructions received, which must be repeated to the Control Station. When authorized, movement will proceed at Restricted Speed, observing Rule 245.

425. DELAYED IN THE BLOCK – TC / 261

After a stop in TC or Remote Control territory, a train or engine not otherwise subject to slower speed must approach the next signal prepared to stop. **Exception:** At points where crews change, unless a leaving signal is provided, Restricted Speed must be observed until leading end of movement reaches the next signal.

SPECIAL INSTRUCTIONS

A–1. DISPATCHERS BULLETINS

Engineers and Conductors must receive a current Dispatcher's Bulletin addressed to their train before leaving their initial station. The Dispatcher's Bulletin must include each district over which they will operate including other Divisions and Foreign Lines. Engineers and Conductors must show Dispatcher's Bulletins to other members of their crew. They must read and be familiar with the contents of the Dispatcher's Bulletin and assist the Engineer and Conductor in complying with the requirements contained therein.

Crewmembers must read Dispatcher's Bulletins when received. They must be certain that the total number of items and messages indicated above the Train Dispatcher's initials correspond with the actual number of items and messages listed in the Bulletin. If any discrepancy is noted, the Dispatcher must be immediately be contacted for further instructions.

When Engineer and/or Conductor are relieved before the completion of the trip, Dispatcher's Bulletins held must be delivered to the relieving Engineer and Conductor. Engineer and Conductor must compare Dispatcher's Bulletins before proceeding.

Instructions contained in Dispatcher's Bulletins must be complied with on all trips during the tour of duty on which the Bulletins are received.

SPEED RESTRICTIONS - SIDINGS AND AUXILIARY

Except where a different speed is authorized in the NS CORA instructions:

	MPH
All tracks other than main track	10
Sidings	15

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Notes

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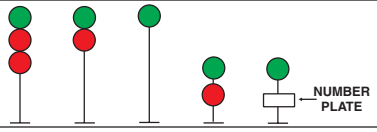
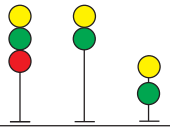
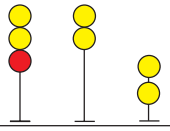
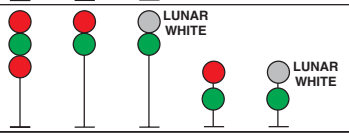
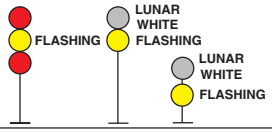
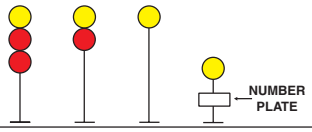
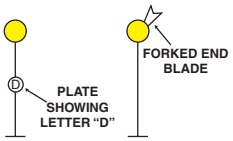
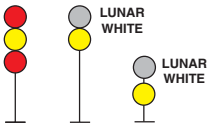
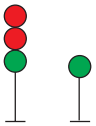
NORFOLK SOUTHERN RAILWAY COMPANY

AUTOMATIC BLOCK, INTERLOCKING AND TC SIGNALS

RULE	NAME	ASPECT	INDICATION
281	CLEAR		Proceed at authorized speed.
282	APPROACH DIVERGING		Proceed preparing to take diverging route beyond next signal at authorized speed.
282-A	ADVANCE APPROACH		Proceed preparing to stop at second signal.
283	DIVERGING CLEAR		Proceed through diverging route, observing authorized speed throughout(s) or Crossover(s).
283-B	DIVERGING APPROACH DIVERGING		Proceed through turnout or turnouts at authorized speed preparing to take diverging route beyond next signal at authorized speed.
285	APPROACH		Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
285-A	APPROACH DISTANT		Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed. NOTE: Signal DOES NOT afford automatic block protection.
286	DIVERGING APPROACH		Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding medium speed must at once reduce to that speed.
287	SLOW CLEAR		Proceed; Slow Speed within interlocking limits or through turnout(s) or crossover(s). NOTE: Slow Speed applies until leading end of movementreaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).

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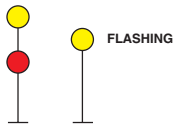
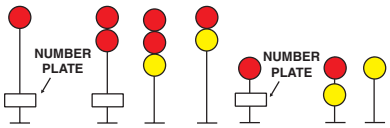
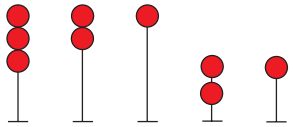
NORFOLK SOUTHERN RAILWAY COMPANY

AUTOMATIC BLOCK, INTERLOCKING AND TC SIGNALS

RULE	NAME	ASPECT	INDICATION
288	SLOW APPROACH		Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turn-out or crossover(s). NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.
290	RESTRICTING		Proceed at Restricted Speed.
292	STOP		Stop.

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Notes

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CHICAGO TERMINAL
Between Osborn Interlocking and 110th Street trains and engines must not enter the Main Track or cross over from one Main Track to the other without first securing permission from the Control Station at Cummings. Movements against the current of traffic within these limits must not be made without first obtaining permission from the Operator at Cummings, who must arrange for the protection of such movements.

CHICAGO TERMINAL
Indicator located east of Oakley Street, Hammond MP 503.5 will display (1) one lunar white light when westward home signal at IHB displays proceed indication.

MAINLINE – Osborn to Stateline
Rule 251 in effect with current of traffic.

MAXIMUM SPEEDS	**MPH**
BETWEEN OSBORN-COLUMBIA AVENUE DT	
With current of traffic	40

Yard Limits in effect from MP 498.0 to MP 505.9 on all main tracks.

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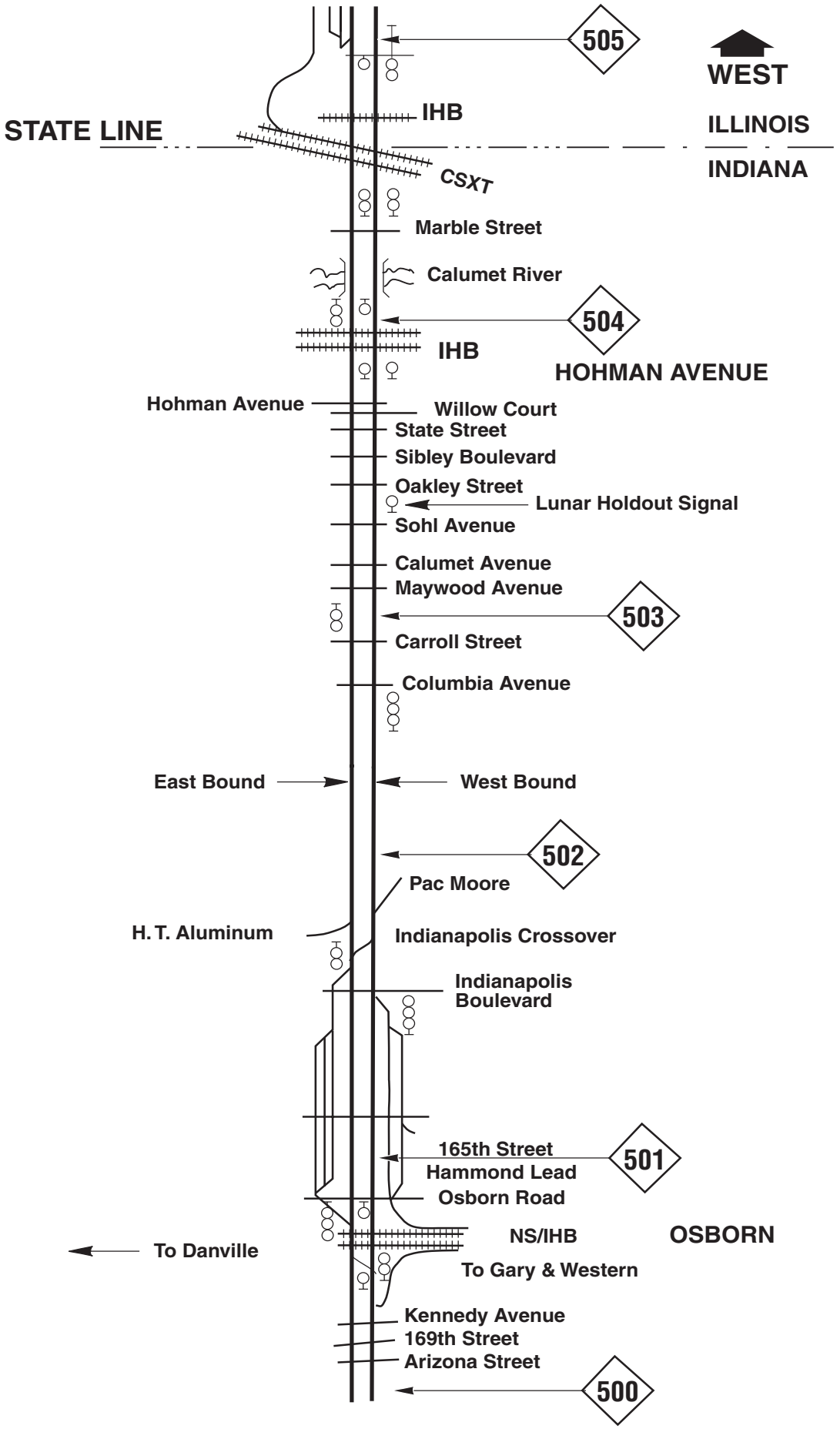
505
WEST
ILLINOIS
INDIANA
STATE LINE
IHB
CSXT
Marble Street
Calumet River
504
IHB
HOHMAN AVENUE
Hohman Avenue
Willow Court
State Street
Sibley Boulevard
Oakley Street
Lunar Holdout Signal
Sohl Avenue
Calumet Avenue
Maywood Avenue
503
Carroll Street
Columbia Avenue
East Bound
West Bound
502
Pac Moore
H. T. Aluminum
Indianapolis Crossover
Indianapolis Boulevard
165th Street
501
Hammond Lead
Osborn Road
NS/IHB
OSBORN
To Danville
To Gary & Western
Kennedy Avenue
169th Street
Arizona Street
500

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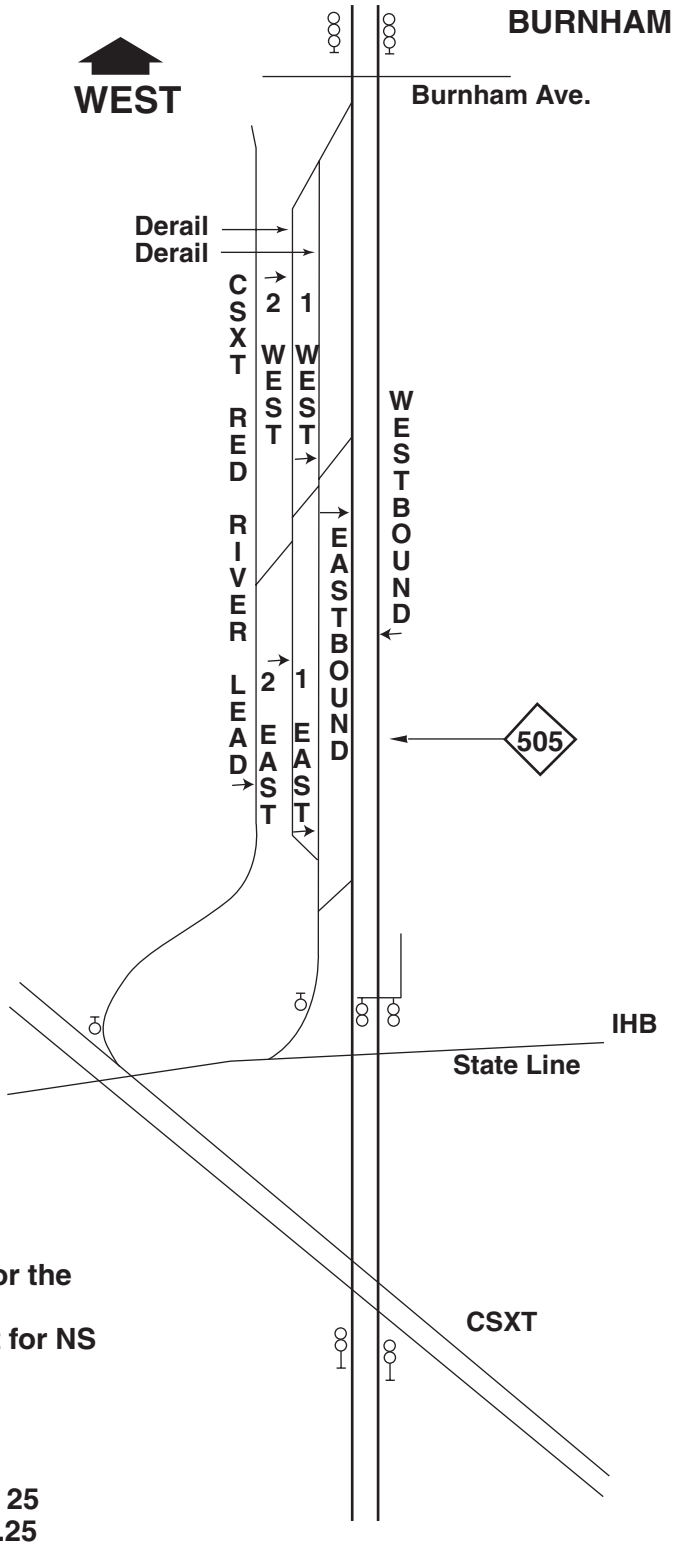

RULES

MAINLINE
1. State Line to Burnham, Rule 251 in effect for the East Bound and West Bound Main Lines.
2. Burnham to 110th Street, Rule 261 in effect for NS N0. 1 (Eastbound); NS No. 2 (Westbound).

MAXIMUM SPEEDS MPH
DT
Speed with current of traffic..... 25
Turnouts at Cummings Bridge.....25
Movements against the current of traffic must be authorized verbally by operator at Cummings, and will proceed at Restricted Speed, not exceeding.....20
Yard Limits in effect from MP 497.9, Vanloon MP 505.9 Burnham on all main tracks.

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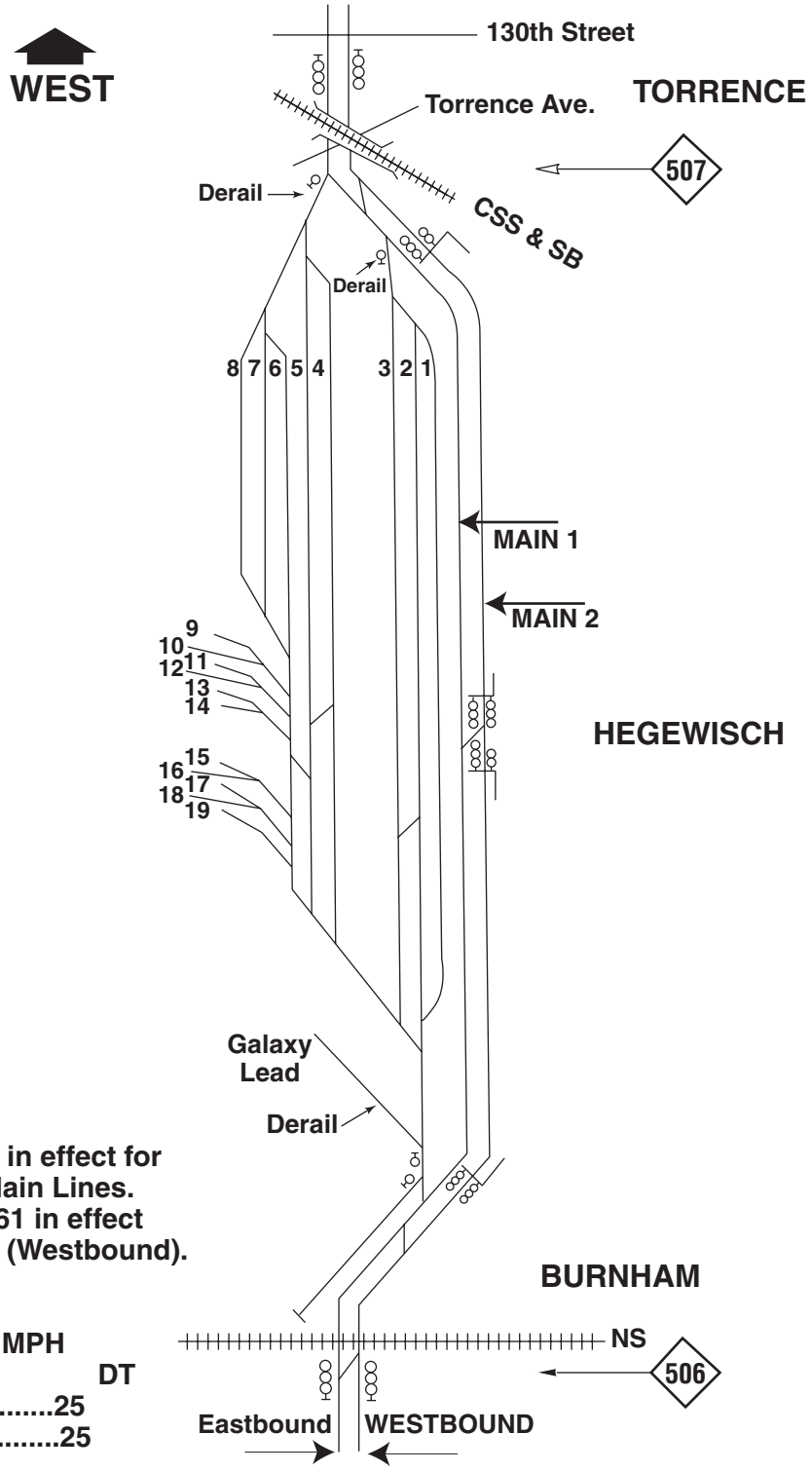

RULES

MAINLINE
1. State Line to Burnham, Rule 251 in effect for the East Bound and West Bound Main Lines.
2. Burnham to 110th Street, Rule 261 in effect for NS N0. 1 (Eastbound); NS No. 2 (Westbound).

MAXIMUM SPEEDS **MPH**
DT

Speed with current of traffic.....25
Turnouts at Cummings Bridge.....25
Movements against the current of traffic must be authorized verbally by operator at Cummings, and will proceed at Restricted Speed, not exceeding.....15

Yard Limits in effect from MP 497.9, Vanloon MP 505.9 Burnham on all main tracks.

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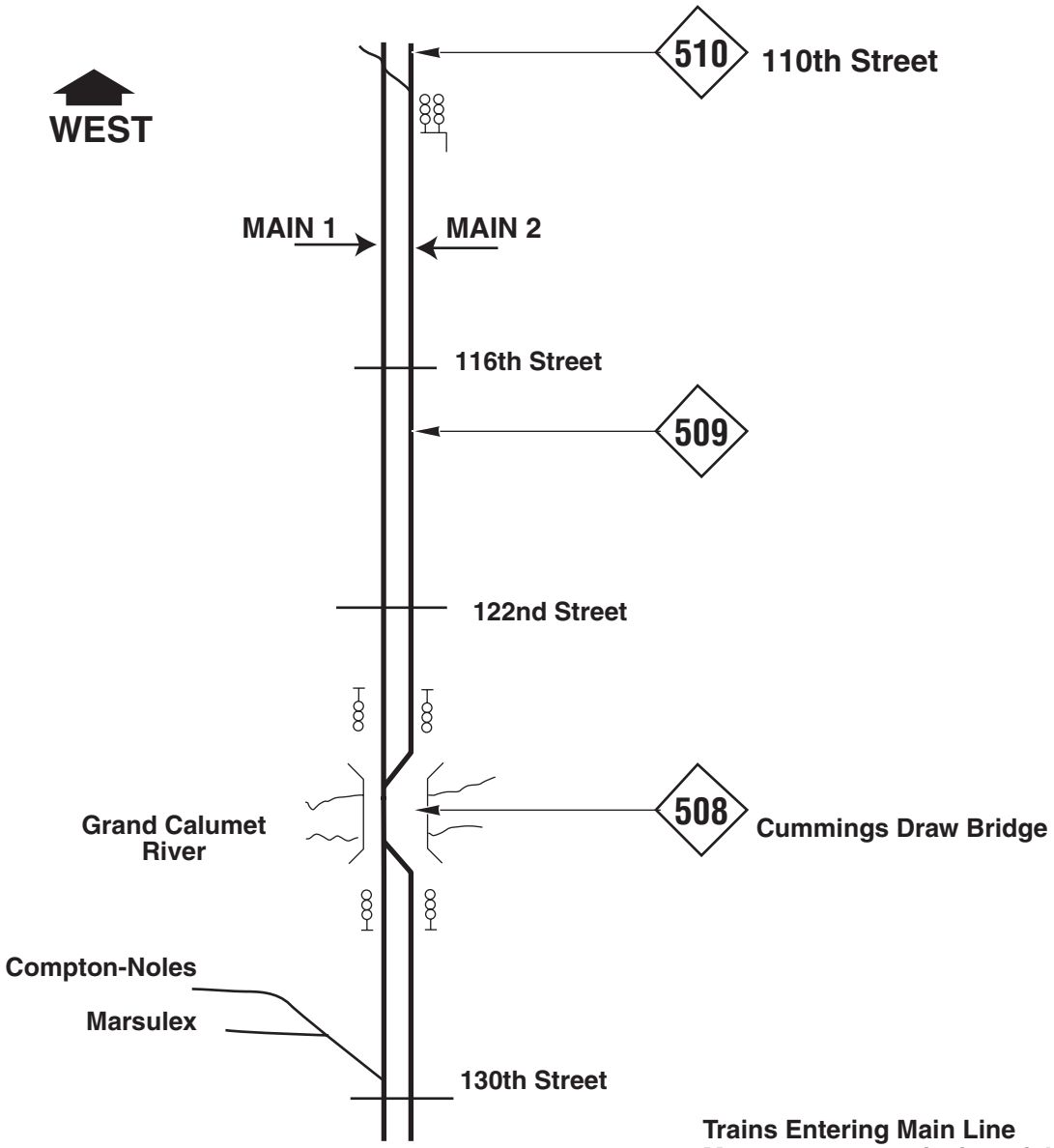

Trains Entering Main Line Must secure permission of the control operater at Cummings Draw Bridge.

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Notes

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110th STREET TO PULLMAN JUNCTION

Rule 261 – 110th Street to Pullman Junction – Cummings Drawbridge

MAXIMUM SPEEDS	**MPH**
High Main	40
Pullman Junction	15
Pullman to MP 515.8	
Tracks NS No.1 and NS No.2	40
BRC Connection Track	15
METRA Connection Track	10
BRC Connection Switch to BRC	15

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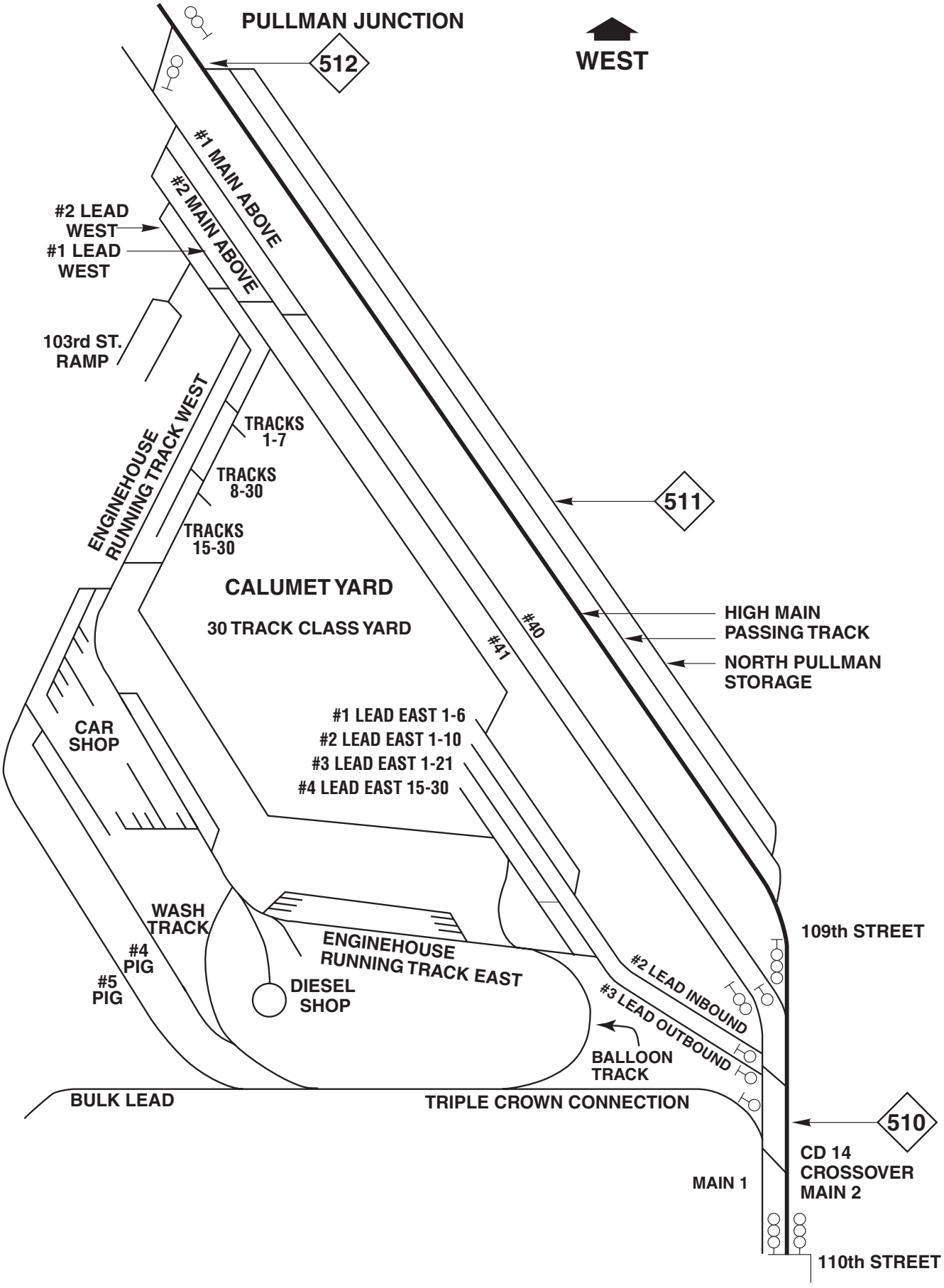
PULLMAN JUNCTION
512
WEST
#1 MAIN ABOVE
#2 MAIN ABOVE
#2 LEAD WEST
#1 LEAD WEST
103rd ST. RAMP
ENGINEHOUSE RUNNING TRACK WEST
TRACKS 1-7
TRACKS 8-30
TRACKS 15-30
511
CALUMET YARD
30 TRACK CLASS YARD
#40
#41
HIGH MAIN PASSING TRACK
NORTH PULLMAN STORAGE
#1 LEAD EAST 1-6
#2 LEAD EAST 1-10
#3 LEAD EAST 1-21
#4 LEAD EAST 15-30
CAR SHOP
WASH TRACK
#4 PIG
#5 PIG
ENGINEHOUSE RUNNING TRACK EAST
DIESEL SHOP
109th STREET
#2 LEAD INBOUND
#3 LEAD OUTBOUND
BALLOON TRACK
BULK LEAD
TRIPLE CROWN CONNECTION
510
CD 14 CROSSOVER MAIN 2
MAIN 1
110th STREET

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CHICAGO TERMINAL

Northbound trains operating over CN trackage must obtain permission from the Control Station at Cummings prior to entering NS/CN Connection Track at 95th Street.

MAINLINE – PULLMAN JCT. to 74th ST.

Rule 261 – Pullman Junction to 81st Street – Cummings Drawbridge

MAXIMUM SPEEDS	**MPH**
High Main	40
Pullman Junction	15
Through turnouts at 109th Street	25
Calumet Yard All Tracks	10
Pullman Branch	10

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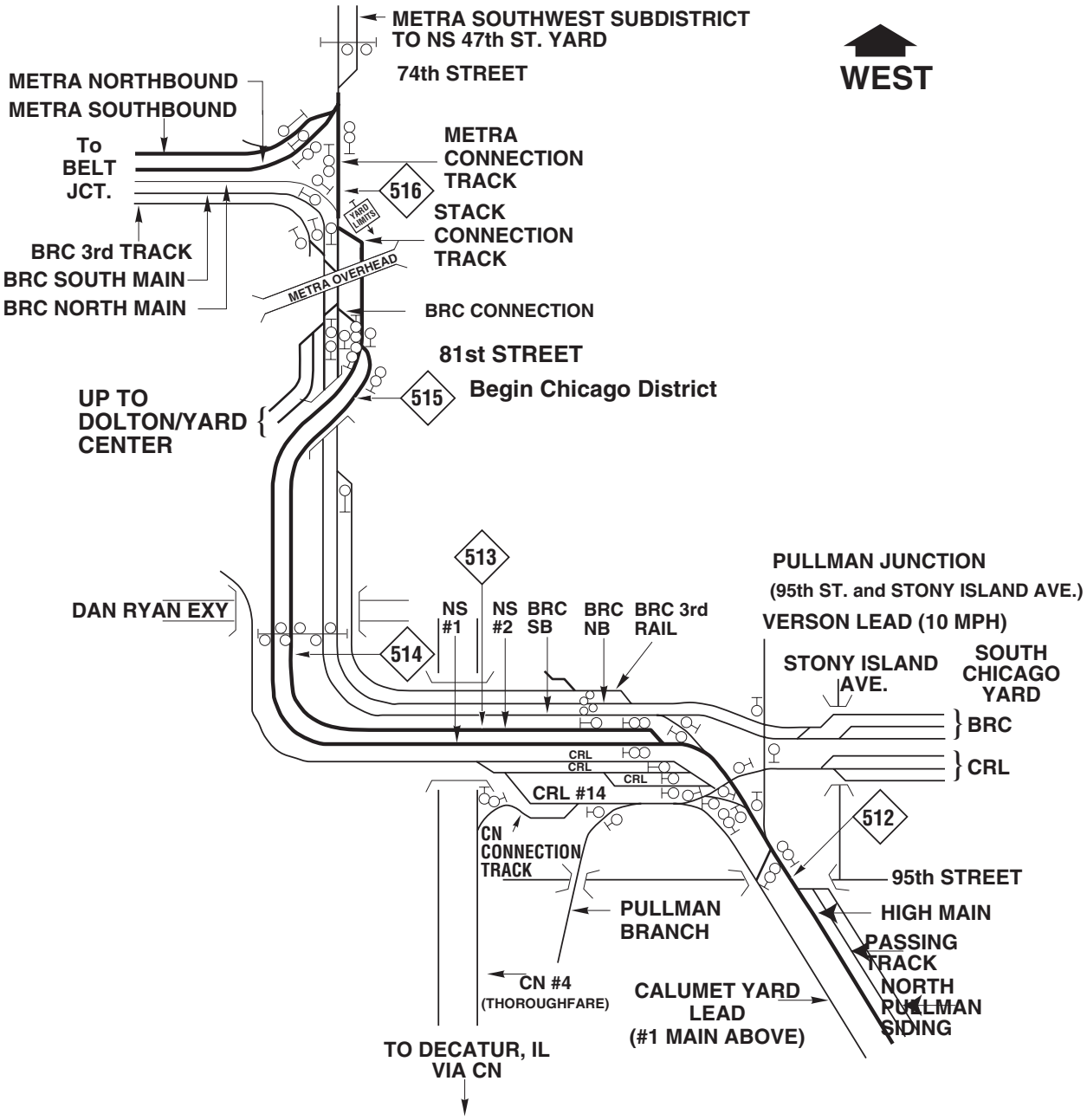
METRA SOUTHWEST SUBDISTRICT
TO NS 47th ST. YARD
74th STREET
WEST
METRA NORTHBOUND
METRA SOUTHBOUND
To
BELT
JCT.
METRA
CONNECTION
TRACK
516
YARD LIMITS
STACK
CONNECTION
TRACK
BRC 3rd TRACK
BRC SOUTH MAIN
BRC NORTH MAIN
METRA OVERHEAD
BRC CONNECTION
81st STREET
515
Begin Chicago District
UP TO
DOLTON/YARD
CENTER
513
PULLMAN JUNCTION
(95th ST. and STONY ISLAND AVE.)
DAN RYAN EXY
NS
#1
NS
#2
BRC
SB
BRC
NB
BRC 3rd
RAIL
VERSON LEAD (10 MPH)
514
STONY ISLAND
AVE.
SOUTH
CHICAGO
YARD
BRC
CRL
CRL
CRL
CRL
CRL #14
512
CN
CONNECTION
TRACK
95th STREET
PULLMAN
BRANCH
HIGH MAIN
PASSING
TRACK
NORTH
PULLMAN
SIDING
CN #4
(THOROUGHFARE)
CALUMET YARD
LEAD
(#1 MAIN ABOVE)
TO DECATUR, IL
VIA CN

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NOTES

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UNION PACIFIC

SPECIAL INSTRUCTIONS
General Code of Operating Rules 5th Edition Applies

Maximum Speeds

Dual Control Switch turnouts	30 MPH
Through other turnouts	15 MPH
Other than Main Tracks	10 MPH
Car repair and engine service areas	05 MPH
Against current of traffic	49 MPH

1.10 Games, Reading, or electronic Devices

Unless permitted by the railroad, employees on duty must not:

- Play games.
- Read magazines, newspapers, or other literature not related to their duties.

  Or

- Use electronic devices not related to their duties except as provided below.

Cell phone use:

- Is prohibited and must be turned off on a moving train unless being used when other forms of communication have failed.
- Is prohibited and must be turned off when duties require employees to be on the ground.
- Is allowed to report work activities or for other related duties while the train or engine is stopped.
- Is allowed while train is stopped provided its use does not delay or interfere with required duties.

Crew members are prohibited from using laptop computers and/or PDAs or other electronic device while their train is moving unless the use is directly related to their train movement, e.g., rules related. When train is stopped these devices may only be used for work related duties.

Note:

This does not prevent the use of cell phones during emergencies.

5.5 Permanent Speed Signs

The location of permanent speed restriction signs is 2500 feet ahead of the restriction.

6.7 Remote Control Zone
A Entering Remote Control Zone

Before entering a remote control zone, all employees that are not part of the remote control crew must determine whether the zone is activated,

Employees may receive this information from the remote control operator, other authorized employee, or special instruction.

When the remote control zone is activated, track(s) within the zone must not be fouled with equipment,

occupied, or switches operated until the remote control zone has been deactivated or permission is granted by the remote control operator to enter the remote control zone.

B. Remote Control Area

CORA Guide Instructions will designate areas of Remote Control Operations. Signs advising that Remote Control Operations may be in effect will be posted at access location to Remote Control Areas.

C. Remote Control Zone

CORA Guide Instructions will designate areas of Remote Control Zones. Signs will be posted at access locations to Remote Control Zones. Only the Remote Control Operator may activate a Remote Control Zone. Remote Control Zone limits do not include tracks within CTC or interlocking limits (CTC or interlocking rules apply).

6.26 Use of Multiple Main Tracks

Multiple main tracks are numbered as follows:

- On east-west subdivisions, track numbers increase from north to south, and the northern most track is No. 1,

  and

- On north-south subdivisions, track numbers increase from west to east, and the western most track is No. 1.

6.30 Freight Trains Passing Passenger Stations

- Freight trains must make every effort consistent with safety to avoid passing a station at which a passenger train is stopped to receive passengers. Freight trains should hold back until the passenger train has departed the station and the platform can be plainly seen.

  If this cannot be accomplished the whistle must be sounded and bell rung until the head end of the freight train has passed through the platform area.
- If a freight train becomes disabled at a station at a near the scheduled time of a passenger train, the engineer will notify commuter control, if possible, BEFORE the freight train is moved. Required whistle signals must be sounded before any movement is made.
- The above instructions are not applicable at Kedzie, Oak Park or River Forest.

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Rule 6.32.2 A. Automatic Warning Devices Malfunctioning

Use the following procedures to properly complete movement over the crossing as instructed by the train dispatcher or track bulletin:

Procedure 1:
Train must stop before occupying the crossing. A crew member must be on ground at the crossing to warn highway traffic, and then the train may proceed over the crossing on hand signals from that crew member. Then proceed at normal speed.

Procedure 2:
Train must approach road crossing prepared to stop. If automatic warning devices are not working comply with Procedure 1.

The train may proceed over the crossing at 15 MPH without stopping if:
- The devices are seen working.
- Instructed by the train dispatcher or track bulletin.

When train completely occupies the crossing, proceed at normal speed.

Movement When Notified that Warning Devices have an Activation Failure, are Disabled or Malfunctioning

Comply With:
"XG" procedure at (location)

AUTOMATIC CROSSING DEVICE HAS AN ACTIVATION FAILURE AT (__) STOP AND PROVIDE WARNING UNLESS OTHERWISE INSTRUCTED BY SIGNAL EMPLOYEE

Procedure to follow:
Unless otherwise instructed by signal employee:
Comply with **Procedure 1.**

Comply With:
"XH" procedure at (location)

AUTOMATIC CROSSING NOT WORKING PROPERLY AT (__) (PROVIDE WARNING) or (PROCEED NOT EXCEEDING 15 MPH) UNLESS OTHERWISE INSTRUCTED BY SIGNAL EMPLOYEE

Procedure to follow:
Unless otherwise instructed by signal employee:
Comply with **Procedure 2.**

A crossing having a broken gate(s) is to be considered as having working devices when the balance of the automatic warning devices are seen to be working.

Comply With
"XS" procedure at (location)

AUTOMATIC CROSSING DEVICE DISABLED AT (__) STOP AND PROVIDE WARNING UNLESS OTHERWISE INSTRUCTED BY EMPLOYEE IN CHARGE

Procedure to follow:
Unless otherwise instructed by signal employee:
Comply with **Procedure 1.**

When advised by the train dispatcher or proper authority that the warning devices have been repaired these restrictions no longer apply.

Note: When a crew is notified (e.g. from another train crew) that a crossing has an activation failure or a malfunction the appropriate procedure must be followed.

7.6 SECURING ENGINES

On locomotive consist left unattended; apply all hand brakes, on all units equipped.

The following is the minimum number of hand brakes to be applied on cars left unattended.

Proviso Terminal:

Yard 2

Air brakes will be applied to a minimum of 20% of the cars and:

A minimum of five hand brakes applied. On tracks 318, 319, 320, 321 and 322.

A minimum of three hand brakes applied. On tracks 302, 303, 304, 305, 315, 316, and 317.

Yard 4:

Air brakes will be applied to 20% of the cars and a minimum of two hand brakes applied.

Yard 9:

(Receiving Yard) at least two hand brakes must be applied to each track.

All other locations at Proviso:

A minimum of five hand brakes must be applied.

Yard Center:

North end of nine yard, a minimum of two hand brakes. South end of eight yard, a minimum of two hand brakes.

The following instructions apply at the ramp locations where cars are left unattended:

Dolton:

2 hand brakes must be applied on south end of the ramp and storage Tracks 801, 802, 803

Canal Street:

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2 hand brakes must be applied on south end of the ramp, and all storage tracks

Global One:

2 hand brakes must be applied on west end.

Global Two:

2 hand brakes must be applied on west end of the ramp, County Lines, 5, 6, 7 and Yard 2 Tracks 6 through 14

At other locations i.e. main track, industrial leads, 10% of the cars must have hand brakes applied with a minimum of no less than five hand brakes (or 100% of the total cars if five cars of less).

9.2.4 APPROACH DIVERGING

When an approach signal displays an Approach Diverging indication of Yellow over Red over Yellow, proceed prepared to diverge at next signal on the most restrictive route at prescribed speed.

15.1 Track Bulletins

When applying the second paragraph of this rule to track warrants that list track bulletins only, be governed as follows: Employees who receive a track warrant listing track bulletins (or "None" on Line 16) must contact the train dispatcher if:

- Incorrect/incomplete limits are listed on the "From" or "To" locations of the address

  or

- The "OK" time is more than 4 hours old.

15.2.2 Protection for Non-Railroad Employees

Track Bulletin Form B may be used for protection of non-railroad employees, such as contractors, without the use of flags as specified in Rule 5.4.3 (Display of Yellow-Red Flags) under the following conditions:

- A qualified railroad employee will be assigned to communicate with trains and perform other Form B requirements.
- Work performed by the non-railroad employees may be foul of the track, but must not be performed on-track.

15.9 Mechanical Transmission of Track Bulletins

Track Condition Summary

Track Bulletin Numbers will be shown below the Subdivision Name in the order listed for that Subdivision. If a Bulletin has been split, it will only be listed once and will be the first occurrence of that bulletin number. OK Date/Time, and Dispatcher Initials are not shown.

Foreign Railroads Operating on UPRR Tracks

Level 2 Heat Restriction:

Freight trains averaging 90 tons or more per car or platform .....40 MPH

33.12 Disturbed Track

When notified of a heat restriction or advise by the train dispatcher that Air brake Rule 33.12 applies on a track restriction using either of the following methods:

- Issue a Form C track bulletin, using the words "Air Brake Rule 33.12 applies to Track Bulletin No. _____"

  or

- Issue a Form A track bulletin, including in the TRACK(S) column the identification of the tracks affected, followed by "33.12".

When a heat restriction is in effect or when going through the limits identified in the track bulletin to minimize in-train forces, the engineer must use the following train handling techniques when possible:

- Use throttle modulation or low dynamic brake amperage.
- Avoid making slack adjustments.
- Avoid applying or releasing automatic brakes.
- Make power and brake adjustments before or after the restriction.

High / Wide Clearances

Villa Grove Subdivision

81st Street MP 9.0 to Villa Grove MP 144.60 20'-3" ATR 12'-0" Wide - OK for both Double Stacks (20'-3" ATR) and Tri-Levels (20'-2" ATR)

Milwaukee Subdivision

Proviso MP 2.6 to Shermer MP 17.5 20'-3" ATR 12'-0" Wide - OK for both Double Stacks (20'-3" ATR) and

Tri-Levels (20'-2" ATR)

Rockwell Subdivision

Kedzie MP 0 to Global 1 MP 2.3 20'-3" ATR 10'-0" Wide - OK for both Double Stacks (20'-3" ATR) and

Tri-Levels (20'-2" ATR)

Geneva Subdivision

Kedzie MP 3.6 to Park MP 15.2 20'-6" ATR 10'-0" Wide - OK for both Double Stacks (20'-3" ATR) and

Tri-Levels (20'-2" ATR)

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NOTES

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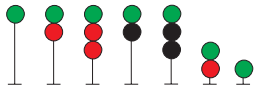
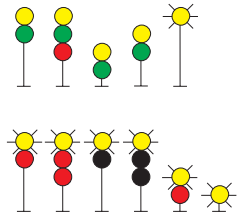
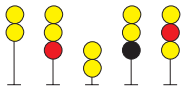
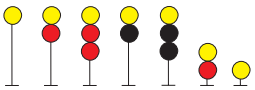
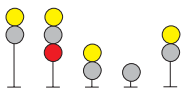
UNION PACIFIC

BLOCK AND INTERLOCKING SIGNALS

EXPLANATION OF SYMBOLS: ○ WHITE LIGHT ● DARK ⊗ FLASHING COLOR

Ⓖ "G" PLATE ◍ LUNER LIGHT [XX] NUMBER PLATE

UNLESS OTHERWISE SPECIFIED OR SIGNAL MAST IS SHOWN WITH A NUMBER PLATE, SIGNAL ASPECTS APPLY TO SIGNALS WITH OR WITHOUT NUMBER PLATES.

RULE	NAME	ASPECTS	INDICATION
9.2.1	CLEAR		Proceed
9.2.4	ADVANCE APPROACH		Proceed prepared to stop at second signal. Freights trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must not exceed 40 MPH passing next signal.
9.2.5	APPROACH DIVERGING		Proceed prepared to advance on diverging route at next signal at prescribed speed through turnoute.
9.2.6	APPROACH		Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH.
9.2.7	APPROACH RESTRICTING		Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH.

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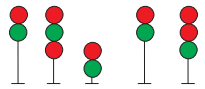
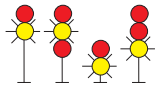
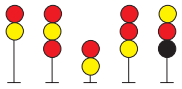
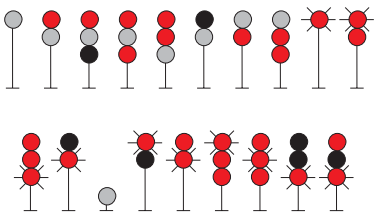
BLOCK AND INTERLOCKING SIGNALS (CONTINUED)

RULE	NAME	ASPECTS	INDICATION
9.2.9	DIVERGING CLEAR	 Without number plate	Proceed on diverging route not exceeding prescribed speed through turnout.
9.2.10	DIVERGING ADVANCE APPROACH	 Without number plate	Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Trains exceeding 40 MPH must immediately reduce to 40 MPH.
9.2.11	DIVERGING APPROACH		Proceed on diverging route at prescribed speed through turnout prepared to stop before any part oftrain or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH.
9.2.12	DIVERGING APPROACH DIVERGING	Without number plate	Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.2.13	RESTRICTING		Proceed at restricted speed, not exceeding prescribed speed through turnouts.

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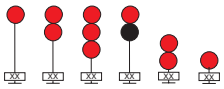
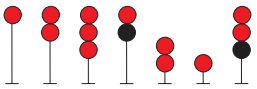
BLOCK AND INTERLOCKING SIGNALS (CONTINUED)

RULE	NAME	ASPECTS	INDICATION
9.2.14	STOP AND PROCEED		Stop before any pwrt of train or engine passes the signal, then proceed at restricted speed to next signal.
9.2.15	STOP	 Without number plate	Stop before any part of train or engine passes the signal.

DISTANCE SIGNALS

RULE	NAME	ASPECTS	INDICATION Proceed.
9.1.1	DISTANCE SIGNAL CLEAR		If a train or engine is delayed between Distance Signal Cear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
9.1.2	DISTANCE SIGNAL APPROACH		Proceed prepared to stop before any part of train or engine passes the next signal or switch point indicator. The maximum speed is 20 MPH (head end) within interlocking limits or within the limits of the control point for which Distance Signal Approach is displayed at the distance signal.

AUTOMATIC CAB SIGNALS

RULE	NAME	ASPECTS	INDICATION
9.3.1	RESTRICTING		Proceed at restricted speed.
9.3.4	CLEAR		Proceed

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ROADWAY SIGNS

TRACK WORKER

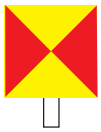
FOR CROSSINGS*

FOR TUNNELS, ETC.

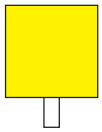
REQUIRED WHISTLE SIGNAL RULE 5.8.2 91 (1)

If a number sign is attached to the crossing sign, it shows the number of crossings for which the whistle signal is required.

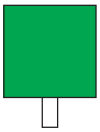
DERAIL SIGN



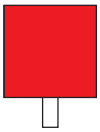
YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT



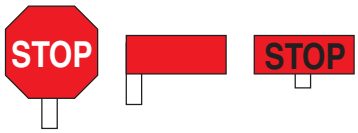
YELLOW FLAG



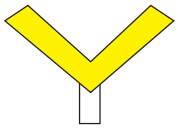
GREEN FLAG



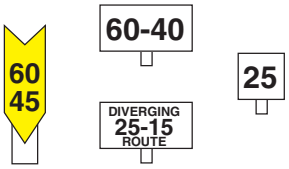
RED FLAG



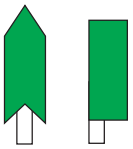
STOP SIGNS



YARD LIMIT SIGN



PERMANENT SPEED RESTRICTIONS SIGN



PERMANENT RESUME SPEED SIGN

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Track and Time / Track Permit / Foul Time
Union Pacific Railroad

FORM 20809
REV 4/00

Name / Unit No. _____ Subdivision _____ Date _____

Repeat as Follows: (Name/equip) GRANTED (authority) (number) (behind engine no. and direction) ON (track) BETWEEN (or AT) (location) (switch yes/no) AND (track) (location) (switch yes/no) (joint with Ö) UNTIL (time) (dispr initials).

Circle Authority Type	Authority Number	Behind Eng. No. Direction	On Track	Between/At Location	Switch Y/N	On Track	and Location	Switch Y/N	Joint	Until Time	OK at	Disp Init	Extended Unit			Time Released
													Time	OK at	Disp Init	
TT FP FT																
									Joint With:							
TT FP FT																
									Joint With:							
TT FP FT																
									Joint With:							

INDICATE ìYESî WHEN AUTHORITY FROM DISPATCHER INCLUDES SWITCHES, WHICH INCLUDES SEGMENT OF TRACK BETWEEN OPPOSING ABSOLUTE SIGNALS AT THAT LOCATION ONLY AND NOT BEYOND. SWITCH Y/N DOES NOT APPLY IN RULE 9.15 TERRITORY.

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ROCKWELL SUBDIVISION

Global One to Kedzie
Two Main Tracks – Track 1 and Track 2
Yard Limits: Entire Subdivision
Radio - 5252 Radio Console - *51

Speed Restrictions	**MPH**
Global One to Ogden Jct.	10
Ogden Jct. to Kedzie	20
All connections with CJ	15
Kedzie thru turnouts	10*

*When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7).Thru Turnouts 30

Rule 15.1: All movements must have a copy of the track bulletins in effect before passing Ogden Jct. unless otherwise instructed by the train dispatcher.

Terminal Train Dispatcher (TTD) – Proviso:

Controls Kedzie, the dual control switches at Ogden Jct. and movements between Kedzie and Ogden Jct.

(Radio - 5252) Radio Console - *51

Phone Company – 649-5595
Bell – 708-649-5595 Fax – 708-649-5426

Track warrants and track bulletins issued by the Train Dispatcher in Omaha.

Radio 5252, Radio Console *41;
Phone (402) 636-1867.

SRO Global One:
Controls movement between Ogden Jct. and Global One. (Radio - 3131)

Ogden Jct.:
The dual control switches at Ogden Jct. are equipped with switch point indicators (including 14th Street on NS). The switch point indicators lights only convey the switch position and do not convey any information concerning track being used, i.e.; track may be occupied or fouled.

The following applies:

1.Permission must be received from the control operator (TTD) before any movements are made over these switches. Permission will be granted by stating, “Train _____ has permission switches track _____ to track at Ogden Junction” Permission does NOT imply the route is clear or not fouled by trains or men and equipment.

2. When instructed to operate by hand:

A. Take the switch off of power by removing the switch lock.

B. Operate the switch lever until the switch points are seen to move and line for the desired route.

C. Do not replace switch lock or depress latch until the movement has been completed over the switch.

D. When movement over the switch is completed return the switch to power by replacing switch lock unless otherwise instructed by the control operator. Notify control operator position switch will be left.

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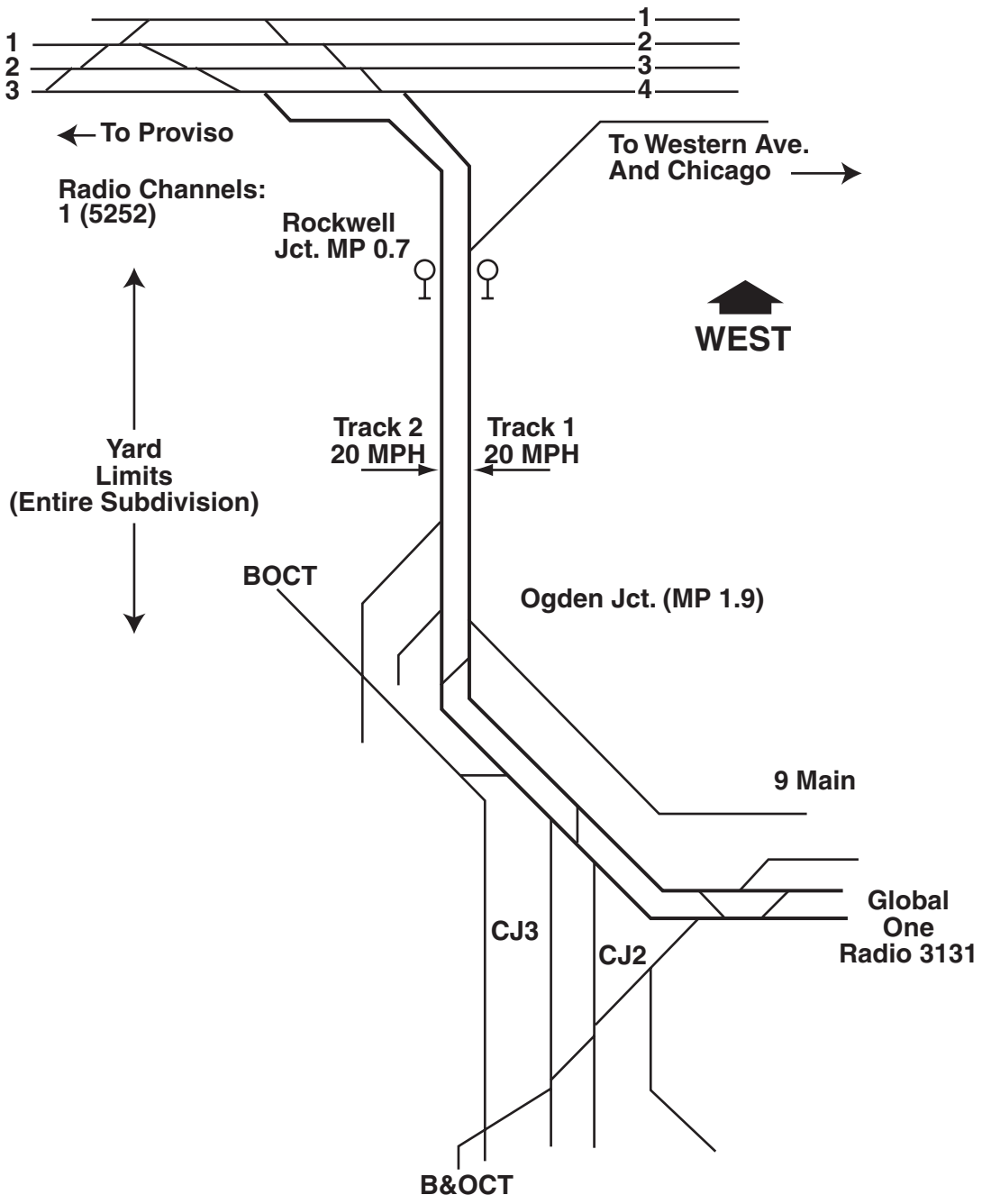
Trains and Engines Entering Global One:

1. Westward trains at Morgan Street (East end Global One) must call the SRO for a track and must not proceed beyond this point until given permission.
2. Northward trains on CJ Tracks will stop clear of the crossovers at 14th street and call the SRO for permission to enter Global One, or UP tracks at Ogden Junction.
3. Eastward Trains on the Rockwell Subdivision must contact the SRO at Global One when head end passes Rockwell Junction.

Trains en route to or from the B&OCT or NS will contact the control operator at Proviso (Terminal Train Dispatcher) for authority before entering B&OCT, NS or UP trackage

Kedzie Control Point CP Y904 / Y903 (See map for details)



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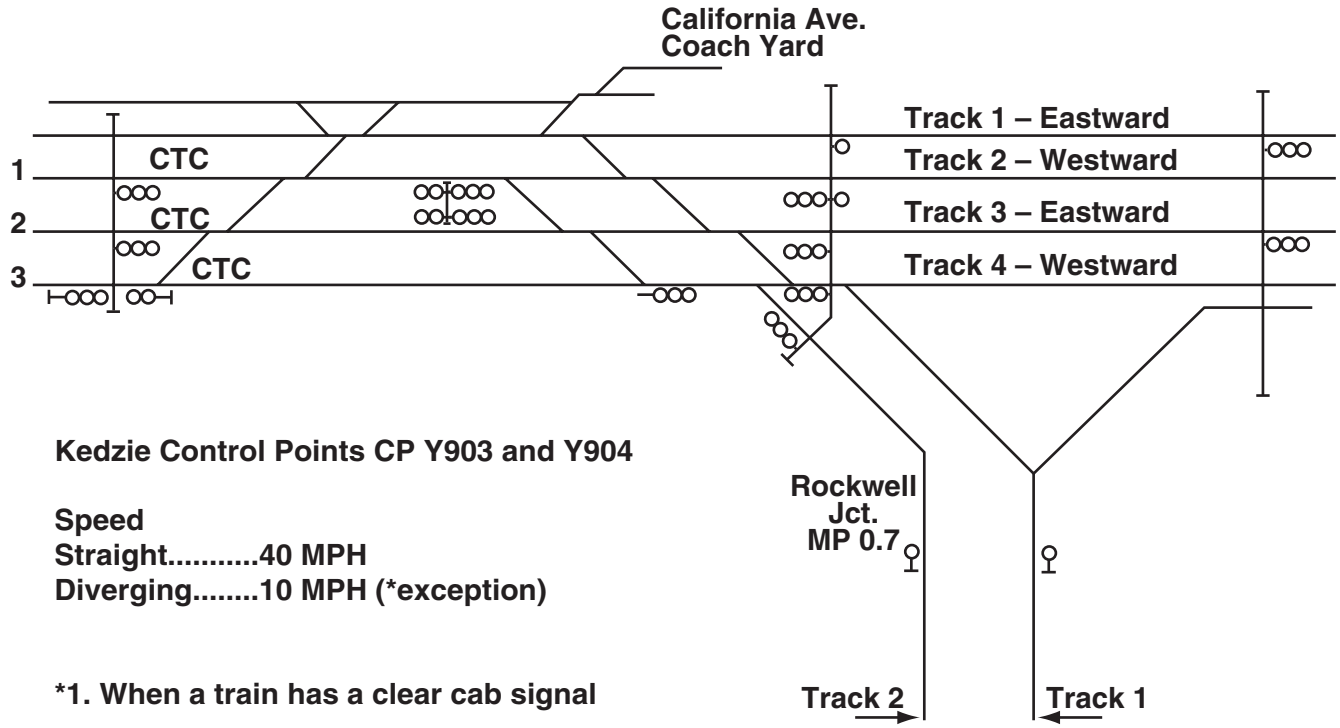

Kedzie Control Points CP Y903 and Y904

Speed
Straight.....40 MPH
Diverging.....10 MPH (*exception)

***1. When a train has a clear cab signal**

***2. When an eastward movement with a non-equipped ATC engine receives an Advance Approach indication at the Approach Signal (MP4.7)**

or

***3. When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7):**

Diverging.....30 MPH

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NOTES

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GENEVA SUBDIVISION
MULTIPLE MAIN TRACKS – CTC/ATC
CP Y903 (Kedzie) to MP 8.0
Radio - 5252 Radio Console - *51

Speed Restrictions	**MPH**
Between Mile Post	
(except as below)	70
3.6 (Kedzie) straight	40
thru turnouts	10*

*1. When a train has a clear cab signal;

*2. When an eastward movement with a non-equipped ATC engine receives an Advance Approach indication at the approach signal (MP 4.7);

or

3. When a westward movement on the Rockwell Subdivision receives a Clear aspect on the Distance Signal (MP 0.7): thru turnouts 30

3.6 and 5.5	35
5.5 and 6.4	
Eastward	45
Westward	40
6.4 and 10.0	45

5.4.2 A and 5.4.5: Yellow flags and green flags may not be displayed with temporary speed restriction.

5.5 Permanent Speed Signs
Permanent speed restriction signs will not be displayed for the above speed restrictions.

5.8.2 Whistling:
Ordinances prohibit whistling within the city limits of Chicago, exceptions:
- Kilbourn Ave. (MP 5.3)
- When employees are seen working on or near the track.

5.9 Headlight Display:
The headlight must be on bright when approaching and passing commuter stations.

6.23 Emergency Stop or Severe Slack Action:
In addition to protecting adjacent tracks as required when stopped by an emergency application or having severe slack action while stopping along the tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must notify the train dispatcher immediately.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

ATC Instructions Kedzie – Park: Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. However, the train may pass a signal indicating Restricting to leave the main track immediately beyond the signal. Rule 11.2 applies.

Terminal Train Dispatcher (TTD) at Proviso: Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio 5252) (Console *41)

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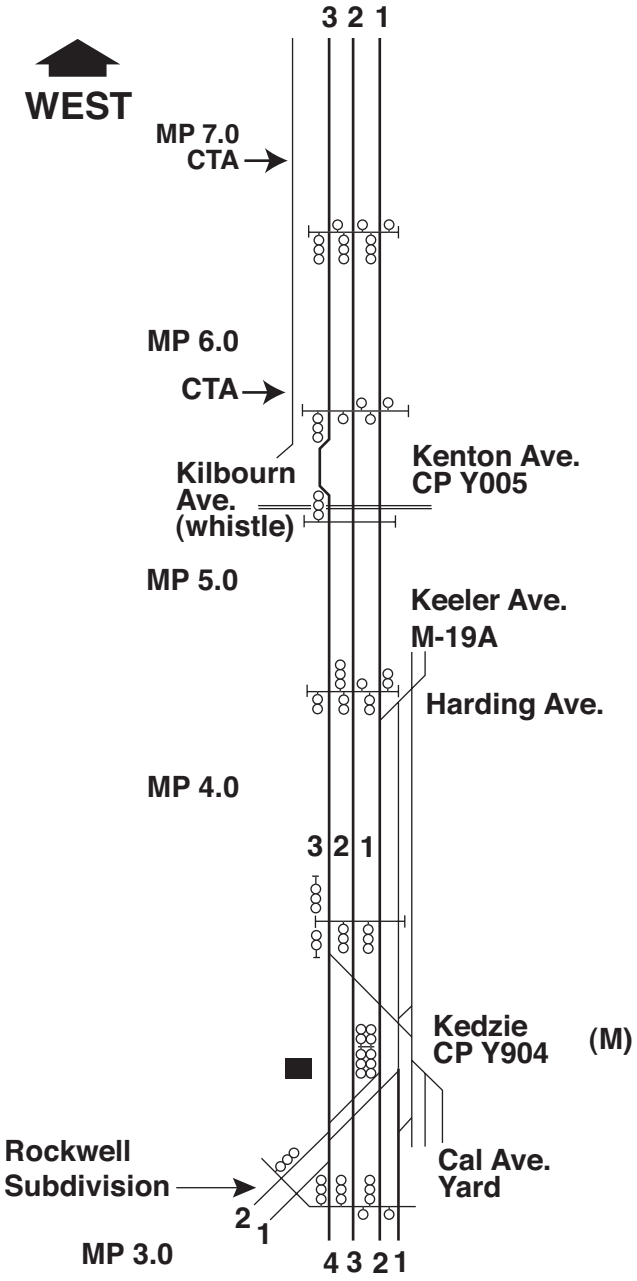
3 2 1
WEST
MP 7.0
CTA
MP 6.0
CTA
Kilbourn
Ave.
(whistle)
Kenton Ave.
CP Y005
MP 5.0
Keeler Ave.
M-19A
Harding Ave.
MP 4.0
3 2 1
Kedzie
CP Y904
(M)
Rockwell
Subdivision
2
1
Cal Ave.
Yard
MP 3.0
4 3 2 1

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GENEVA SUBDIVISION
MP 8.0 to CP Y011 (25th Ave.) (East End Proviso Yard Entrance)
MULTIPLE MAIN TRACKS – CTC/ATC
Radio - 5252 Radio Console - *51

Speed Restrictions	**MPH**
Between Milepost	
(except as below)	70
6.4 and 8.7	45
8.7 and 9.8 EWD	45
8.7 and 9.8 WWD Head End Restriction Only	35
9.8 and 10.0	45
10.0 (CP Y010)	
Track 3 to Track 2	45
Track 1 to Track 1	45
Track 2 to Track 2	30
Track 1 to Track 2	30
11.8 (CP Y011)	40
Diverging	30
Movement to and from Proviso	10*

*When the approach signal at MP 10.7 displays a Yellow over Red over Yellow aspect, Approach Diverging, prepare to diverge into Proviso Yard. Absolute Signal will display a Diverging Approach.

5.4.2 A and 5.4.5: Yellow flags and green flags may not be displayed with temporary speed restriction.

5.5 Permanent Speed Signs
Permanent speed restriction signs will not be displayed for the above speed restrictions.

5.8.2 Whistling:
Ordinances prohibit whistling within the city limits of Chicago, exceptions:
- 25th Ave. (MP 11.7)
- When employees are seen working on or near the track.

5.9 Headlight Display:
The headlight must be on bright when approaching and passing commuter stations.

6.23 Emergency Stop or Severe Slack Action:
In addition to protecting adjacent tracks as required when stopped by an emergency application or having severe slack action while stopping along the tracks of the CTA between Kenton Ave. and MP 8.9, a member of the crew must notify the train dispatcher immediately.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

ATC Instructions Kedzie – Park: Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. Rule 11.2 applies.

Terminal Train Dispatcher (TTD) at Proviso: Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio - 5252, Radio Console - *41; Phone – 402-636-1867).

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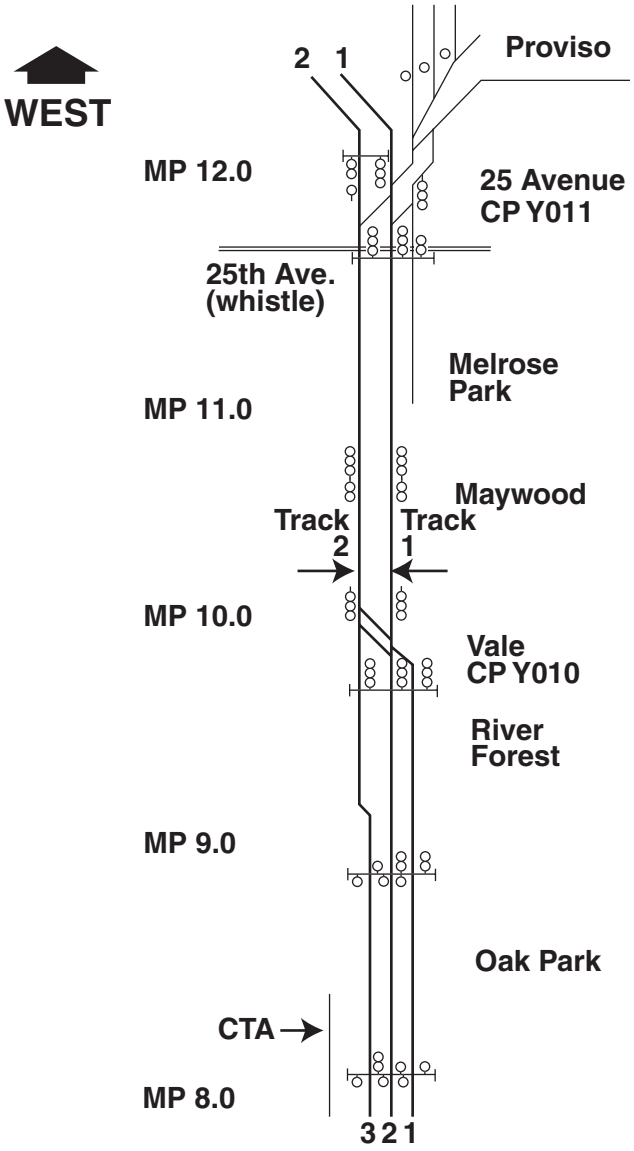
WEST
2 1
Proviso
MP 12.0
25 Avenue
CP Y011
25th Ave.
(whistle)
Melrose
Park
MP 11.0
Maywood
Track
2
Track
1
MP 10.0
Vale
CP Y010
River
Forest
MP 9.0
Oak Park
CTA
MP 8.0
3 2 1

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Yarding Instructions at Proviso Yard:

1. To enter Proviso Yard contact
Terminal Control, Radio - 7171, Phone - 649-5801. Be prepared to give Terminal control all necessary information concerning your train. Terminal Control must authorize all movements into Proviso Yard, movements between the yards in the Proviso Complex and movements on the "mains" within Proviso.

2. Operations in the Proviso Terminal will be handled in the following manner:

1) All train movements in the following areas will be under the authority of the Terminal Coordinator. (Radio 71-71)
a. 19 Main from Harbor Hill to North Avenue.
b. 20 Main from Harbor Hill to Old Springer (west end of diesel shop).
c. 44, 4 and 6 Mains to CP Y011 (25th Avenue)
d. City Lead
e. Industry Lead and 44 Main at County Line
f. Proviso connection
g. Outbound No.1 and Outbound No.2, Old 7 lead, 29 Main to 25 switch and New 29 Main (Park) to 25 switch.

2) All train movements in the following areas will be under the authority of the Tower yardmaster/SYO. (Channel 3131)
a. Yard 2 and Yard 4
b. East End of Hump (3 Main) - (Yard 5)
c. Main East End of Yard 2

3) All train movements in the following areas will be under the authority of the Tower Hump yardmaster (Radio 41-41).
a. 19 Main from North Avenue to Grand Avenue
b. 20 Main from Old Springer (west end of diesel shop) to Grand Avenue.
c. 30 Main from Park to Grand Avenue
d. 29 Main from 25 switch to Yard 9
e. Yard 9
f. West End of Hump (Yard 5)

3. Tracks designated as "Mains" in Proviso are yard tracks, Rule 6.28 applies.

4. Movements entering the Milwaukee Subdivision (Grand Avenue) must have a track warrant and bulletins that effect their movement.

5. Proviso Yard is designated Remote Control Operations area

Proviso: Zone 1: Hump Lead 1 from the top of the hump to the power switches at North Ave.

Proviso Zone 2: Hump Lead 2 from the top of the hump to the power switches at North Ave
.
Proviso Zone 4: Begins west of the independent lead on track 518 (18 connection) and runs westward into track 318 and continues to the west clearance point of track 318.

Rule 35.6.4 Entering a Remote Control Zone: Contact the Yard 9 yardmaster or the remote control operator to determine if the zones are active.

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6. RADIO CONTROLLED SWITCHES AT PROVISO

LOCATION	SWITCH NUMBER	RADIO CHANNEL	CODE FOR STATUS	CODE FOR THROW
City Lead	#134	71-71	#5134	#2134
Kapland Yard	#305	31-31	#5305	#2305
To 515 Track	#515	31-31	#5515	#2515
Diesel Shop Track	#119	71-71	#5119	#2119
Hump Track Crossover	#138	41-41	#5138	#2138
Lazy Man Crossover	#129	41-41	#5129	#2129

7. To depart Proviso Yard contact the train dispatcher (Radio 5252) and advise him which control point you will be departing from. Be prepared to give the train dispatcher all the necessary information concerning your train.

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GENEVA SUBDIVISION
CP Y011, 25th Ave. (MP 11.8) to
Y015, Park (MP 15.2)
(West End Proviso Yard Entrance)
MULTIPLE MAIN TRACKS – CTC/ATC
Radio - 5252 Radio Console - *51

Speed Restrictions	**MPH**
Between Milepost	
(except as below)	70
11.8 (CP Y011)	.40
Diverging	.30
Movement to and from Proviso	.10*
11.8 and 15.1	.40
MP 12.1 (Provo Jct.) Diverging	30
Movement to and from IHB or Proviso	10
MP 15.1 (Park) Diverging	30

*When the approach signal at MP 10.7 displays a Yellow over Red over Yellow aspect, Approach Diverging, prepare to diverge into Proviso Yard. Absolute Signal will display a Diverging Approach.

5.4.2 A and 5.4.5:
Yellow flags and green flags may not be displayed with temporary speed restriction.

5.5 Permanent Speeds Signs:
Permanent speed restriction signs will not be displayed for the above speed restrictions.

5.8 Headlight Display:
The headlight must be on bright when approaching and passing commuter stations.

6.13 Yard limits: Kedzie - Park
(Not authority to enter the main track)

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher. This includes trains from the IHB at CP YO12 (Provo Jct.)

ATC Instructions Kedzie – Park: Engines not equipped with ATC may be operated at a speed of not exceeding 40 MPH between CP Y903 and CP Y015 on signal indication. The train must not pass a signal indicating Stop, Stop and Proceed, or Restricting unless verbally authorized by the train dispatcher. Rule 11.2 applies.

Terminal Train Dispatcher (TTD) at Proviso: Controls control points (except CP Y015) and controls movement between CP Y903 and CP Y015. Radio - 5252, Radio Console - *51; Phone: Company – 649-5595; Bell – 708-649-5595, Fax – 708-649-5426.

Train Dispatcher in Omaha: Controls CP Y015 and issues Track Warrants and Track Bulletins. (Radio - 5252, Radio Console - *41; Phone – 402-636-1867).

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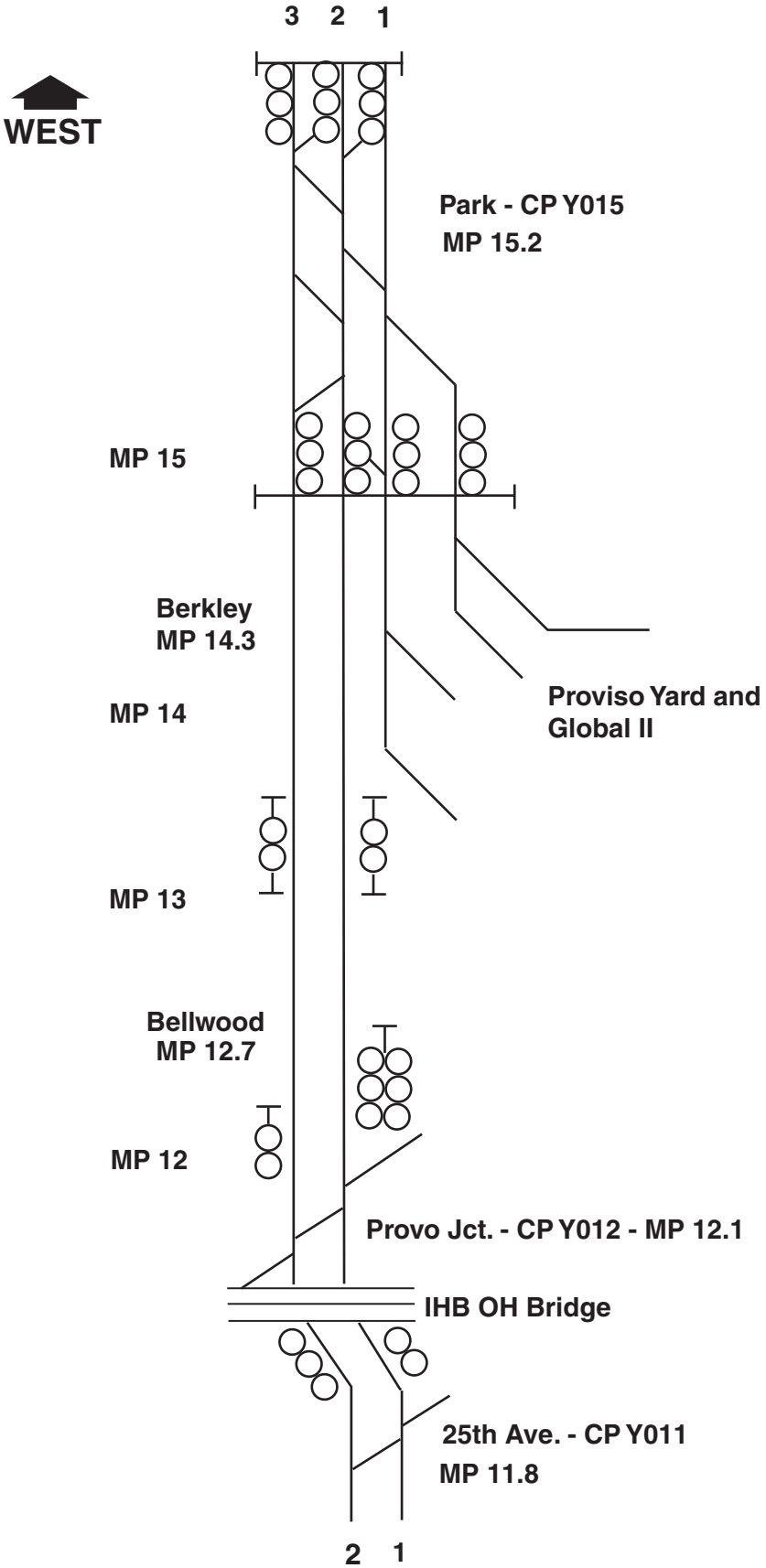
3 2 1
WEST
Park - CP Y015
MP 15.2
MP 15
Berkley
MP 14.3
MP 14
Proviso Yard and
Global II
MP 13
Bellwood
MP 12.7
MP 12
Provo Jct. - CP Y012 - MP 12.1
IHB OH Bridge
25th Ave. - CP Y011
MP 11.8
2 1

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MILWAUKEE SUBDIVISION
BRYN MAWR TO SHERMER
TWO MAIN TRACKS – RULE 9.14
(Rule 9.15 in effect for Maintenance of Way and Movements Against the Current of Traffic)
Radio - 2525 Radio Console - *47

Speed Restrictions	**MPH**
Between Milepost	
(Except as below)	50
12.3 and 11.9 Deval	25
10.8 NWD Track 1 **	40+
CP NO12 AND CP NO11 Thru turnouts ••	10

+ Head-end only restriction
•• Speed restriction will not apply when signal at speed restriction location displays Clear.

Movement Against the Current of Traffic:
Movements against the current of traffic will be authorized by Rule 9.15 (Track Permits) issued by the Deval control operator, or by track bulletin.

Bryn Mawr INTERLOCKING (MP 7.4):
Before passing Bryn Mawr, northward trains will call the Deval control operator to ascertain when the route will be lined. The Bryn Mawr control operator (CP train dispatcher) will not permit northward trains to pass the absolute signal without first ascertaining when the route at Deval will be lined.

Deval Control Operator: Controls Normal Interlocking (MP 10.9) and Deval Interlocking (MP 12.0) (Phone - 708-649-5250).

Shermer Interlocking (MP 17.5) is controlled by the CP train dispatcher.

Whistling:
Ordinances prohibit whistling within the city limits of Des Plaines, exceptions:
- Elmhurst Road (Elk Grove lead to and from main track (MP 7.8).
- Touhy Avenue (MP 8.8).
- Mt. Prospect Road (MP 9.1).
- When employees are seen working on or near the track.

Symbol (M) represents Manual Interlocking.

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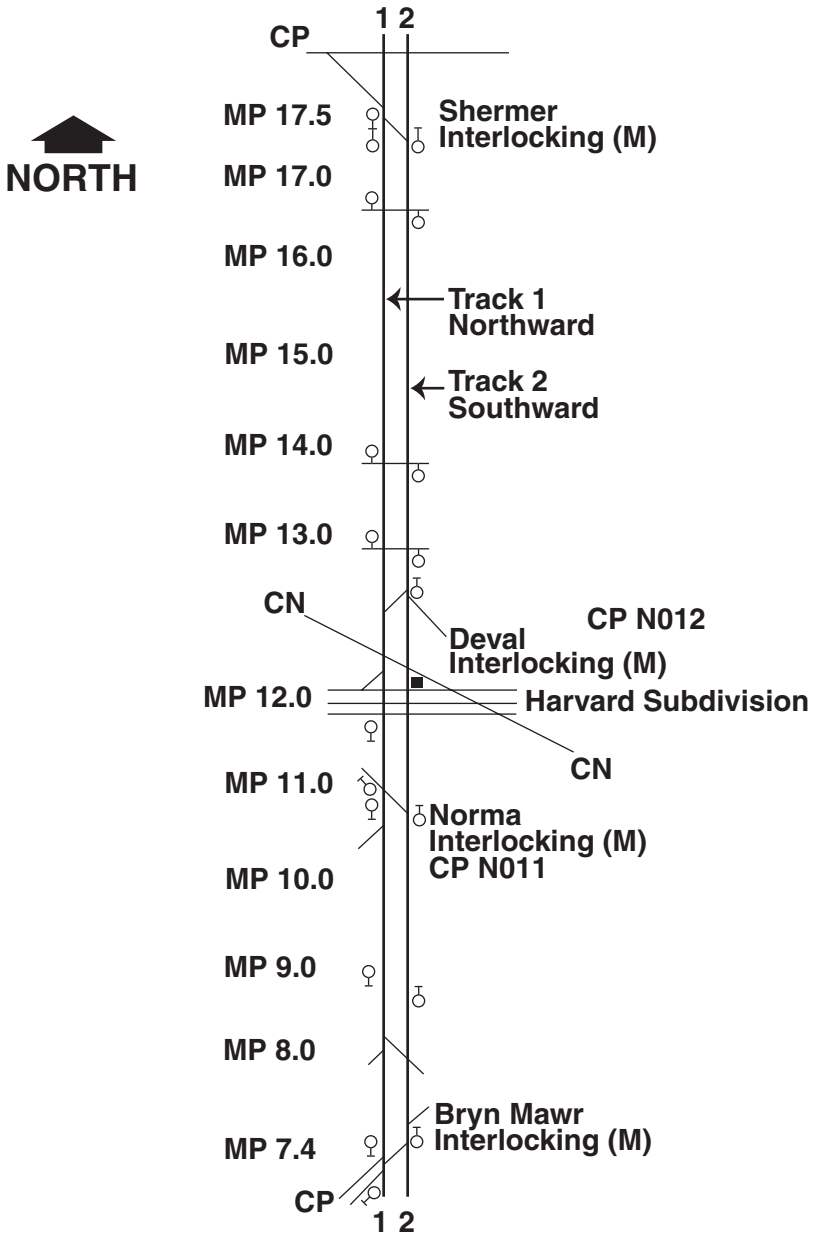
NORTH
1 2
CP
MP 17.5
Shermer
Interlocking (M)
MP 17.0
MP 16.0
Track 1
Northward
MP 15.0
Track 2
Southward
MP 14.0
MP 13.0
CN
CP N012
Deval
Interlocking (M)
MP 12.0
Harvard Subdivision
CN
MP 11.0
Norma
Interlocking (M)
CP N011
MP 10.0
MP 9.0
MP 8.0
Bryn Mawr
Interlocking (M)
MP 7.4
CP
1 2

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VILLA GROVE SUBDIVISION
CP I009 (81st Street) to DOLTON JUNCTION (MP 16.7)
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

Speed Restrictions	**MPH**
Between Mile Post	
9.0 (CP I009) and 16.0	40
16.0 to 16.7	20

Dual Control Switch Turnout

CP I009 (MP 9.0)	15
CP I916 (MP 16.5) and Dolton Jct. (MP 16.7) CSX connection	20

Oakdale Interlocking (MP 10.1)
Controlled by the UP train dispatcher. Phone (708) 649-5580; 800-726-1075.

Dolton Jct. Interlocking (MP 16.7)
The IHB control operator at Dolton Tower controls the interlocking.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.

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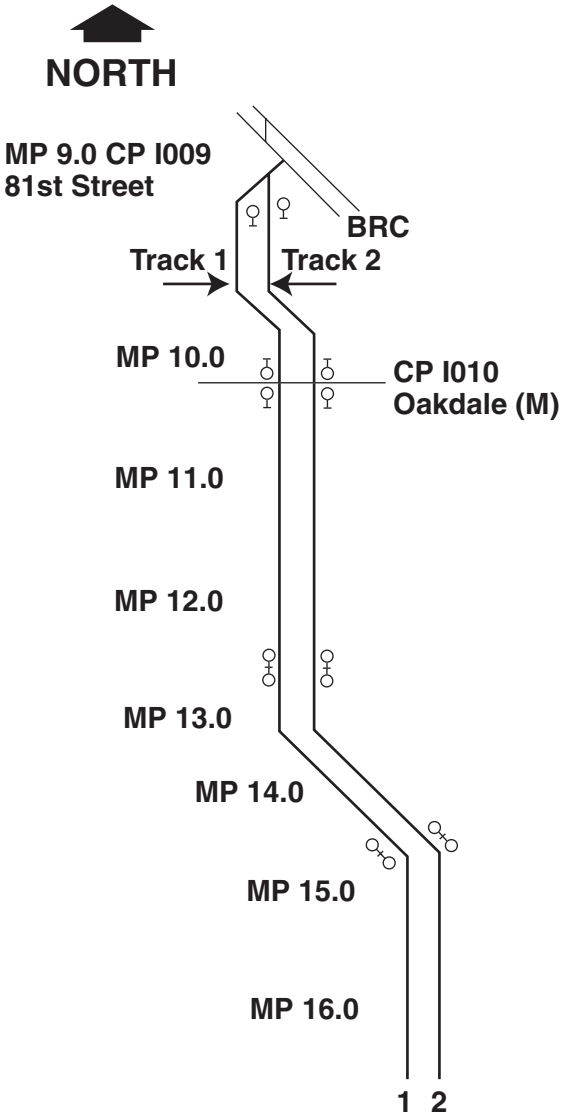
NORTH
MP 9.0 CP I009
81st Street
BRC
Track 1
Track 2
MP 10.0
CP I010
Oakdale (M)
MP 11.0
MP 12.0
MP 13.0
MP 14.0
MP 15.0
MP 16.0
1 2

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VILLA GROVE SUBDIVISION DOLTON JUNCTION (MP 16.7) to CP I018 (SIBLEY BOULEVARD)
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

Speed Restrictions	**MPH**
Between Mile Post 16.7 and 18.0	20

Dual Control Switch Turnouts:
CP I016 (MP 17.2), CP I017 (MP 17.6) and CP I018
(MP 18.1) 15
CP I916 (MP 16.5) and Dolton Jct. (MP 16.7) CSX connection 20

Dolton Jct. Interlocking (MP 16.7)

The IHB control operator at Dolton Tower controls the interlocking.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.

Yard Center:

Rule 6.7 Remote Control Zones:

Yard Center Zone 2 (Back Lead)

Beginning on track 300 (Back Lead) starting approximately 175 feet north of the 300 switch to approximately 200 feet south of the 800 switch.

Yard Center Zone 8 (8 Yard Lead)
Beginning on track 143 at the No. 1 switch to approximately 180 feet north of the absolute signal at 159th street.

Yard Center Zone 9 (East Lead):

Beginning on Tracks 140 at the No. 19 switch to approximately 150 feet north of the 141 switch.

Zone 10:

Beginning on Tracks 140, East Lead, approximately 150 feet north of the 141 switch to the southward absolute signal on the Inbound Runner at CP I020, 162nd Street and includes track 141, Middle Lead beginning at the north crossover switch to the East lead beginning at the north crossover switch to the East Lead southward to 141 switch.

Entering a Remote Control Zone:
Contact the yardmaster or the remote control operator on channel 6969 to determine if the zones are active. Mechanical and M/W must not enter an active remote control zone until the zone is deactivated.

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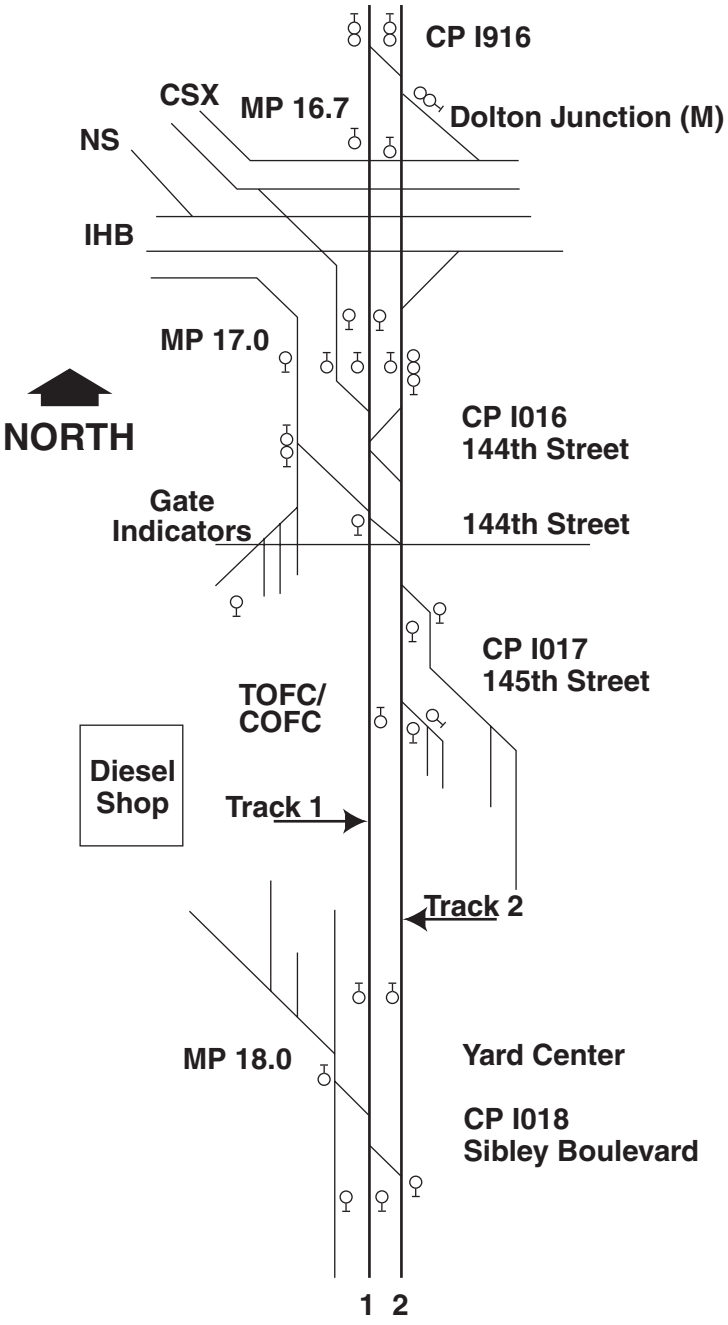
CP I916
CSX
MP 16.7
Dolton Junction (M)
NS
IHB
MP 17.0
NORTH
CP I016
144th Street
Gate
Indicators
144th Street
CP I017
145th Street
TOFC/
COFC
Diesel
Shop
Track 1
Track 2
MP 18.0
Yard Center
CP I018
Sibley Boulevard
1 2

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VILLA GROVE SUBDIVISION
CP I018 (SIBLEY BOULEVARD) to MP 23.0
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

Speed Restrictions	**MPH**
Between Mile Post	
18.0 and 20.1	20
20.1 and 28.0	40

Dual Control Switch Turnouts:
CP I018 (MP 18.1 and
CP I019 (MP 19.4) 15

Thornton Jct. (CP I020):

1. Stop Indication: When the absolute signal at CP I020 displays a Stop indication and no conflicting movement is evident, a crew member must immediately contact the UP train dispatcher and be governed by the train dispatcher's instructions. (Ph: (708) 649-5580; (800) 726-1075) When instructed to operate the emergency release, the crew will then be governed by the instructions posted in the emergency release box.

2. Passing signal governing approach to CP I020: A train must proceed prepared to stop at the absolute signal when:

– Moving below 10 MPH and passing a signal displaying an indication move favorable than approach that governs the approach to CP I020

or

– Speed is reduced to below 10 MPH after passing a signal displaying an indication move favorable than approach that governs the approach to CP I020.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.

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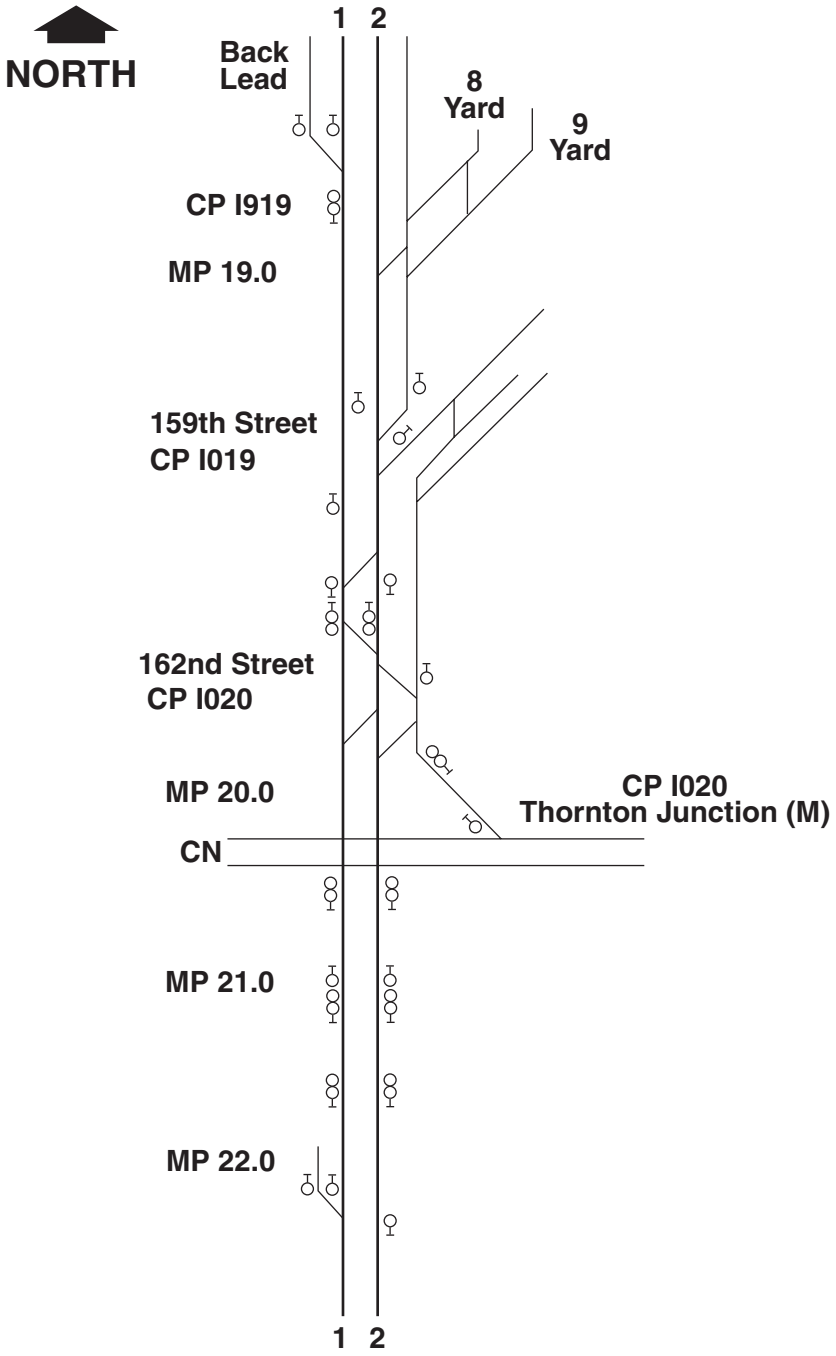
NORTH
1
2
Back
Lead
8
Yard
9
Yard
CP I919
MP 19.0
159th Street
CP I019
162nd Street
CP I020
MP 20.0
CP I020
Thornton Junction (M)
CN
MP 21.0
MP 22.0
1
2

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VILLA GROVE SUBDIVISION
MP 23.0 to CP I028 (Sauk Trail)
TWO MAIN TRACKS - CTC
Radio - 2020 Radio Console - *53

Speed Restrictions	**MPH**
Between Mile Post 20.1 and 28.0	40

Dual Control Switch Turnouts:
Jay (MP 27.0) 15

Twelfth Street Interlocking (MP 25.9) is controlled by the UP train dispatcher. Phone (708) 649-5580; (800) 726-1075.

Jay Interlocking (MP 27.0) is controlled by the EJ&E train dispatcher, radio – 16-16.

Chicago Heights Industrial Lead:
Extends from MP 25.9 to Chicago Heights Industrial Park. Six axle units prohibited except between the EJ&E main track connection and Wentworth Yard.

Rule 15.1: All movements must have a copy of the track bulletins in effect before entering the main track unless otherwise instructed by the train dispatcher.

Symbol (M) represents Manual Interlocking.

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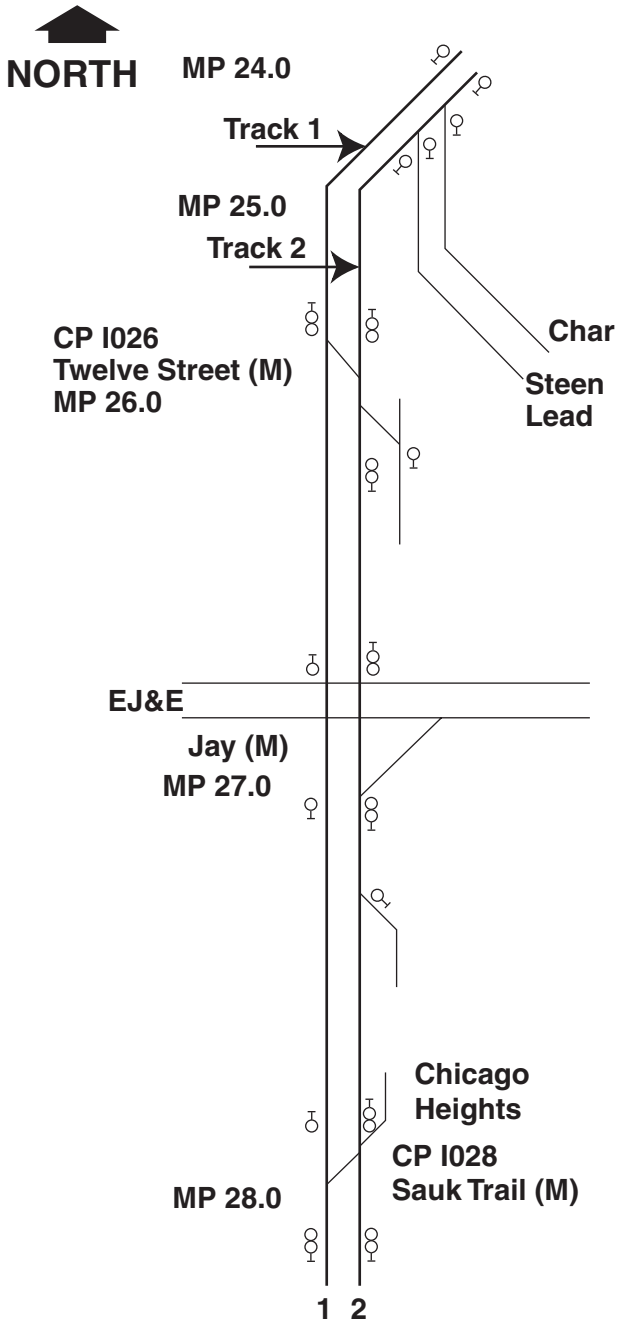
NORTH
MP 24.0
Track 1
MP 25.0
Track 2
CP I026
Twelve Street (M)
MP 26.0
Char
Steen
Lead
EJ&E
Jay (M)
MP 27.0
Chicago
Heights
CP I028
Sauk Trail (M)
MP 28.0
1 2

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TWO MAIN TRACKS - ABS Tracks 1 and 2
Yard Limits between MP 36.7 and 36.8
Interlocking Limits between MP 36.8 and 37.9
Radio – 78-78

MILE P0ST	RULE 6.3	W STATIONS E ↓ ↑	MILES TO NEXT STATION
36.7	YL ABS	JOLIET (CN JACKSON ST.)	0.6
37.3		UD TOWER METRA (X) (M)	1.2

Explanation of Symbols

YL ..... Yard Limits
ABS..... Automatic Block Signal System
(M) ..... Manual Interlocking
(X) ..... Railroad Crossing at Grade

Speed Restrictions **MPH**
Between Mile Post
36.7 and 37.1..... 30
37.1 and 37.4..... 10
37.3 and 37.9..... 35

Other Speed Restrictions
Dual Control Switch Turnout
37.8 (UD Tower – crossovers)
130 and 131..... 10

Rule 6.2 Initiating Movement:
Trains are not required to receive a track warrant, however before initiating movement a crew member must determine from the control operator at UD Tower if any tracks bulletins are in effect.

Plains Industrial Lead:
Extends from UD Tower Interlocking Limits (MP 37.9) 1.5 miles, ABS, to MP 39.4 (CN or Midwest Generation Power Plant trackage). UD Tower operator controls movement into and out of Plains Industrial Lead.

Before initiating movement crewmember must contact the EJ&E train dispatcher to determine if route is clear for movement.

Trains may pass the ABS wayside signals (not UD interlockings signals) displaying a Red aspect without stopping. Rule 6.28 (Movement on Other than Main Track) applies regardless of signal indication.

Maximum speed: .....10 MPH

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UNION PACIFIC YARDS

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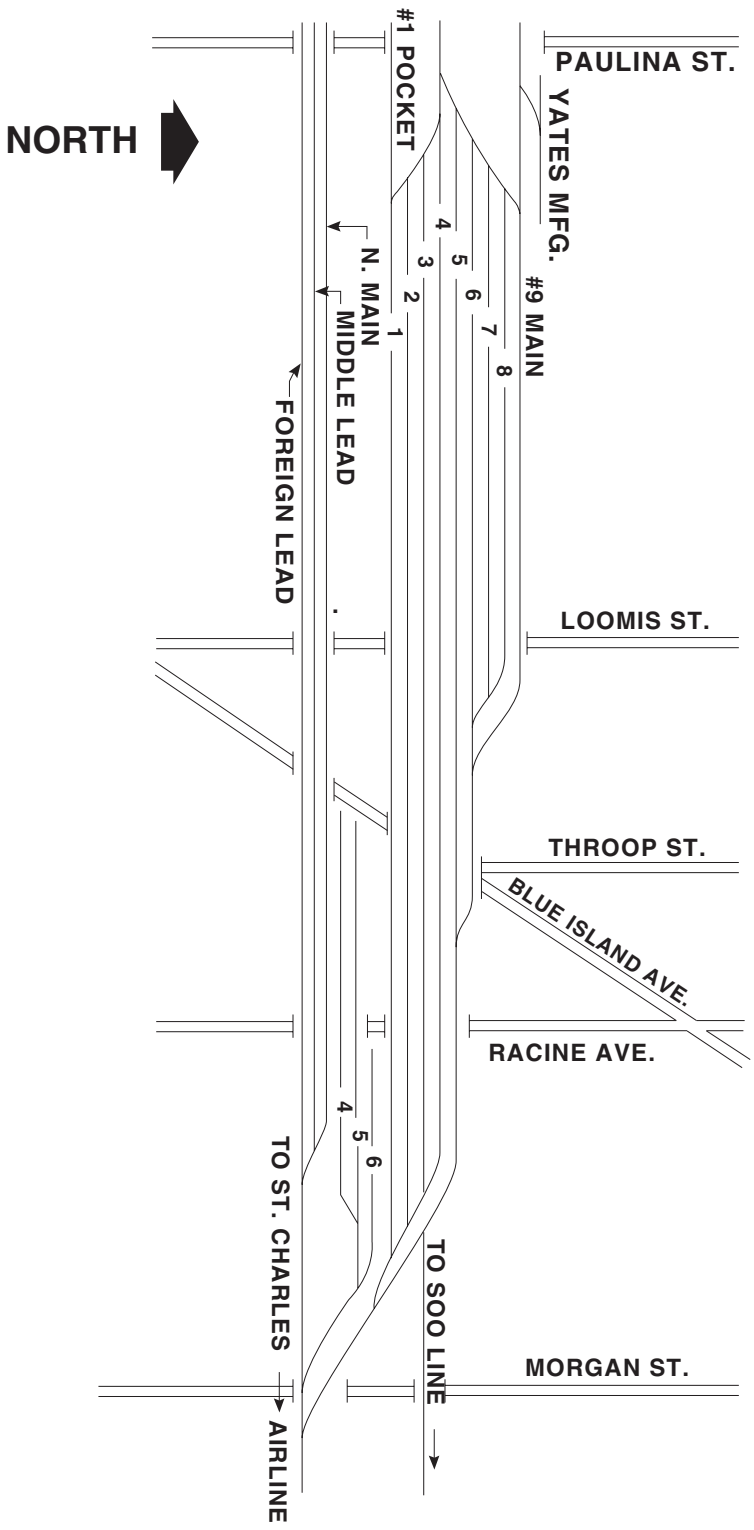

GLOBAL ONE - EAST

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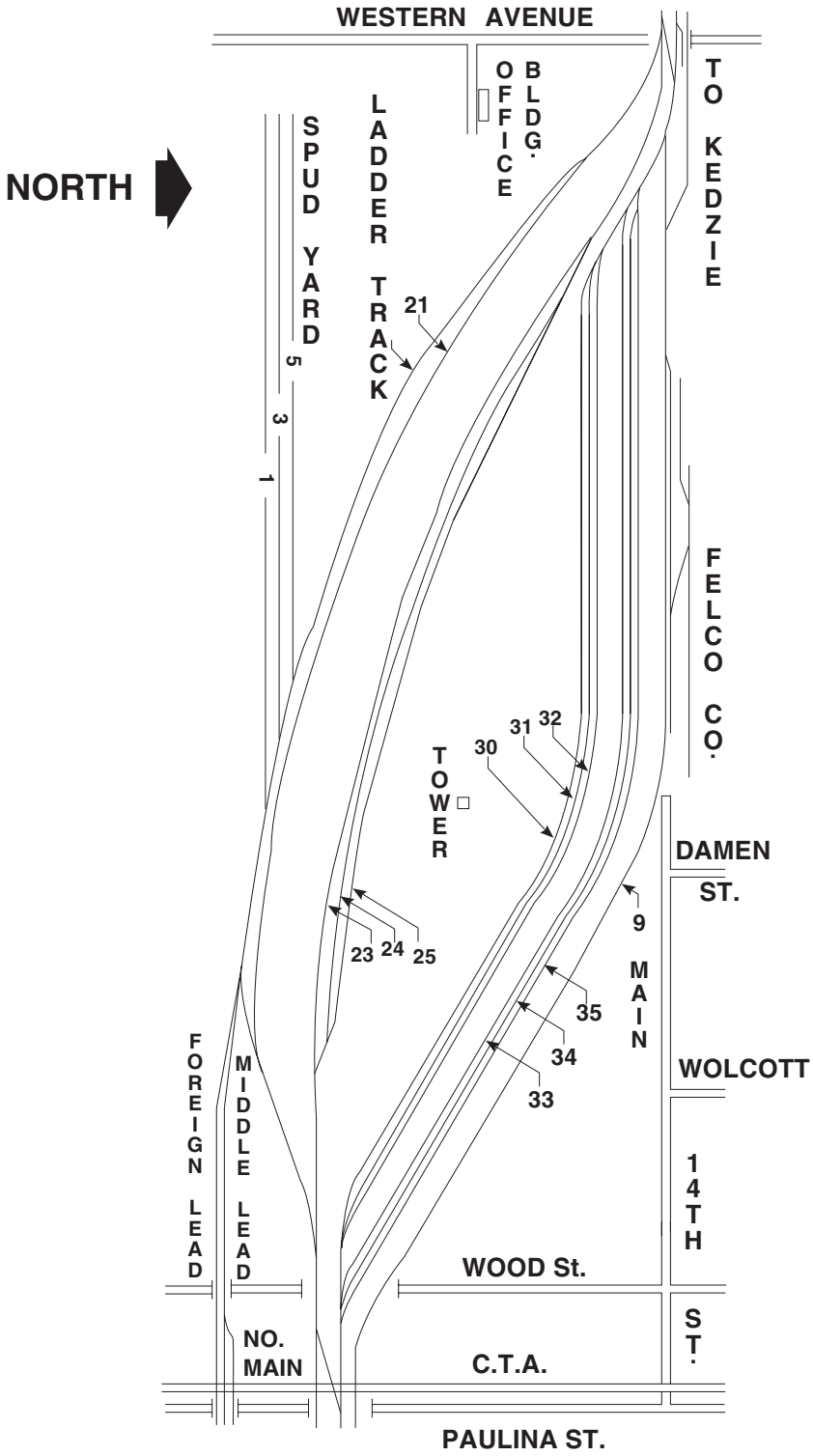

GLOBAL ONE - WEST

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NORTH
GRAVANNDUE
TRACKS 16-28
TRACKS 1-15
NORTH LEG WYE
SOUTH LEG WYE
CITY LEAD
I.H.B.
MUD CRK.
PROVO JCT.
TO CHICAGO
INTER. PAPER
GREIF BROS.
MURNANE
HARBOR HILL
STUB TRK.
GENERAL FOODS
DOMINICKS
IND. LEAD
MARSHALLING YARD
AUTO ELEC.
KAPLAN YARD
NORTH
SOUTH
PROVISO CONNECTION
ZENITH
ST. JOE PAPER
CHRYSLER
RAIL TON
LAKE STREET
YARD OFFICE
SOHOLLE
BROWNING FERRIS INDUSTRIES
B.F.I.
TURNTABLE
WATER TOWER
WASH RACK
DIESEL SHOP
MANNHEIM ROAD
BELLWOOD DEPOT
DRY STORAGE
RIP RUNAROUND YARD
YARD TOWER
SHOP
OIL UNLOADER
NORTH AVENUE
AMERICAN PAPER
1 HUMP
2 HUMP
SS
RIP TRACK BUILDING
GLOBAL II
TOYS-R-US
DRY STORAGE
WOLF ROAD
GEN. WHSE.
M. HOLLAND
HUNT FOOD
TOWER C
TOWER B
TOWER A
ADM. BLDG.
AMERICAN PAPER
CARTIAGO DOCK
L. NEILL
BERKELEY DEPOT
YARD OFFICE
INDUSTRY LEAD
WOLF ROAD
MT 1 (CTC)
MT 2 (CTC)
TO BERKELEY
TO WALGREENS
TO ELMHURST
I-294 TOLL ROAD
I-290 EISENHOWER
30M
29M
1 HUMP
2 HUMP
20M
19M

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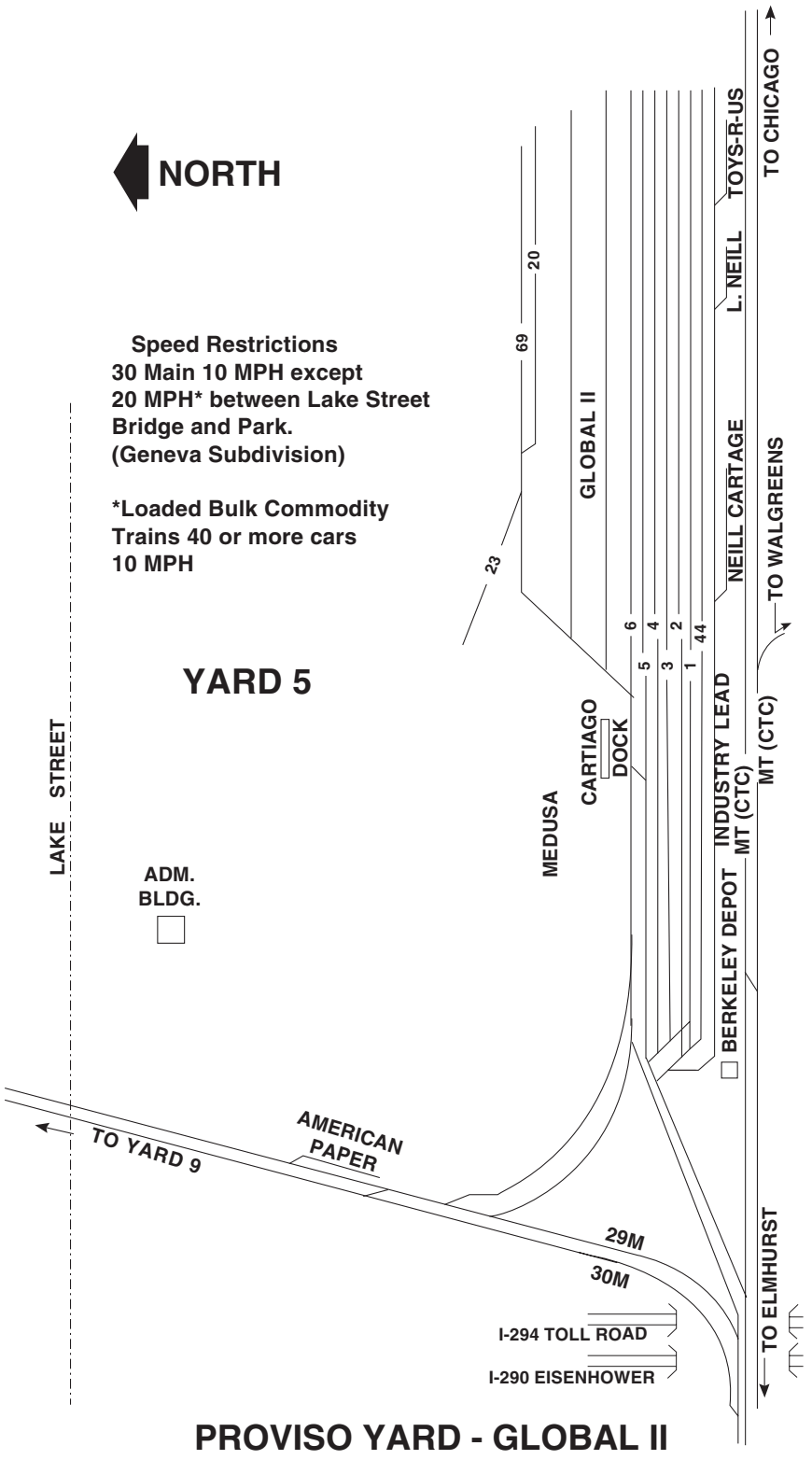

PROVISO YARD - GLOBAL II

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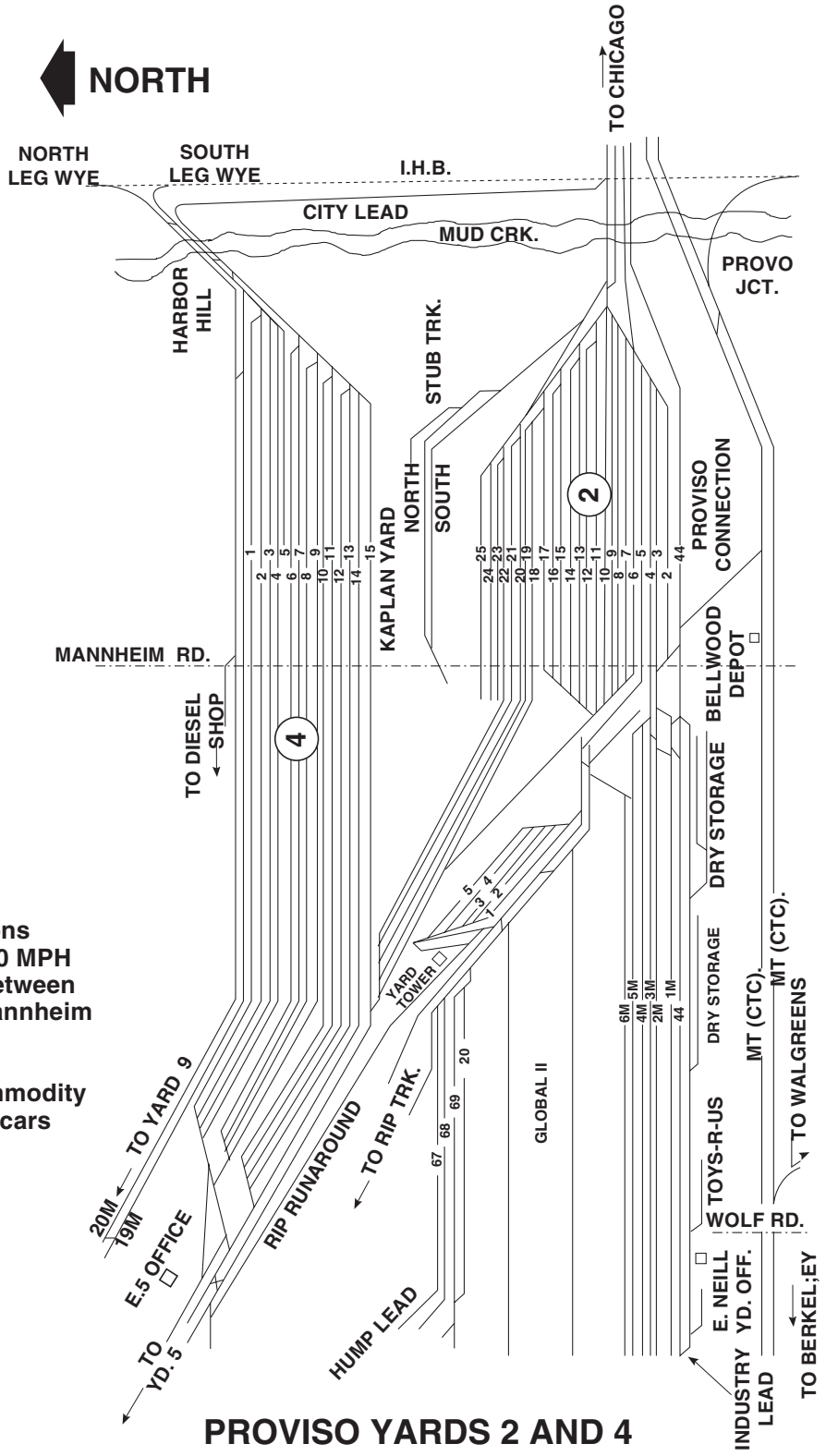

Speed Restrictions
19 and 20 Mains 10 MPH except 15 MPH* between Harbor Hill and Mannheim Bridge.

***Loaded Bulk Commodity Trains 40 or more cars 10 MPH**

PROVISO YARDS 2 AND 4

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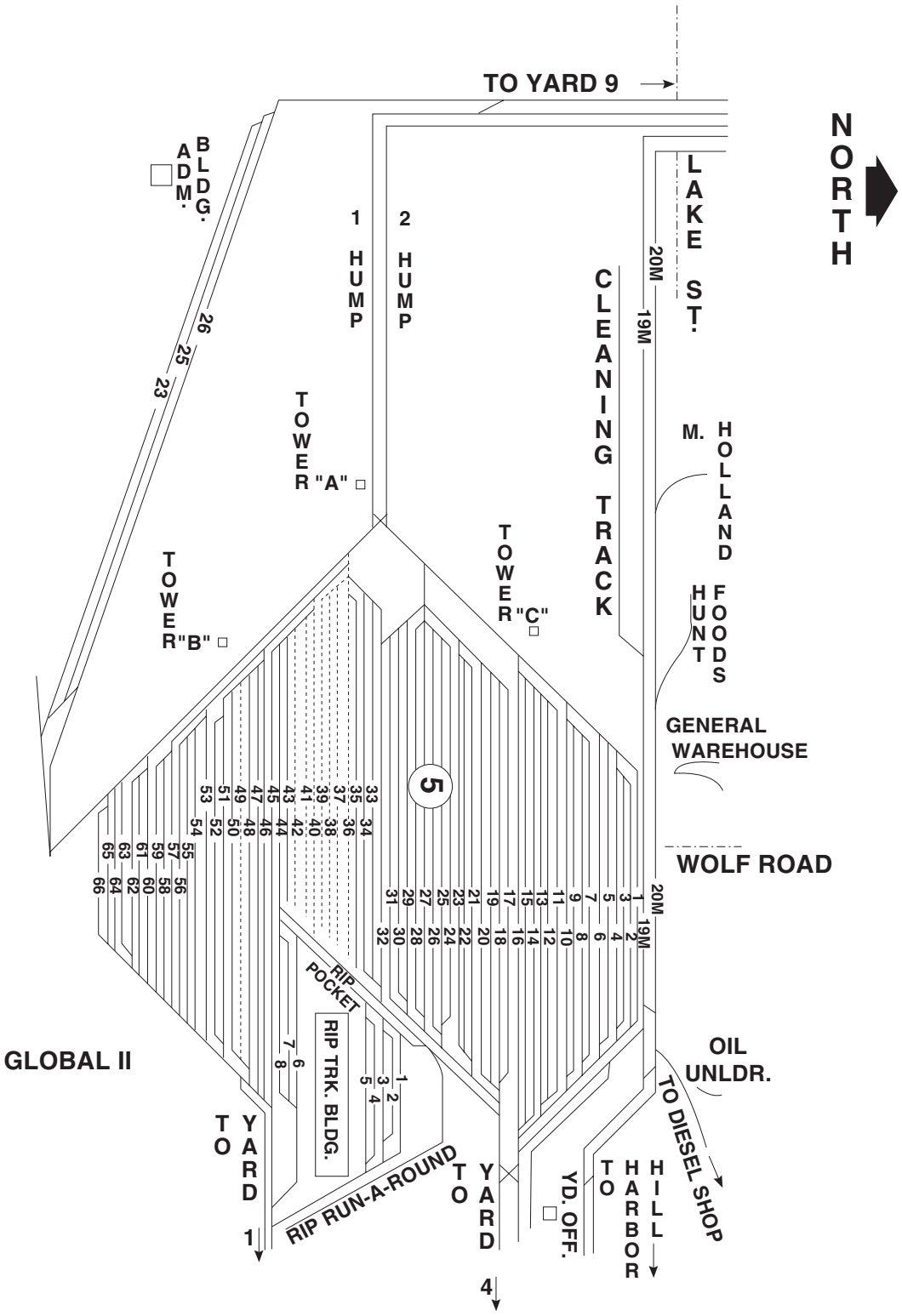

PROVISO YARD 5

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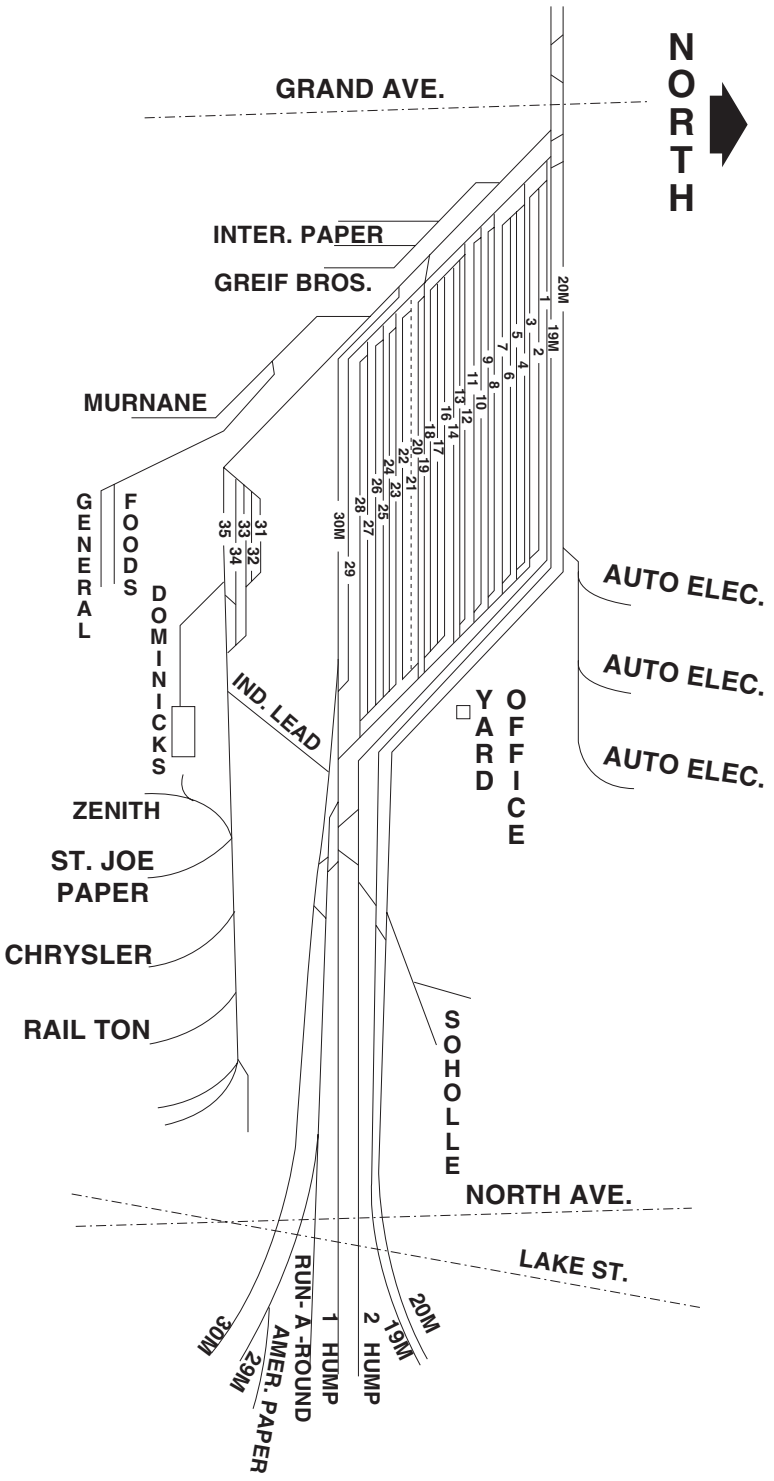

PROVISO YARD 9

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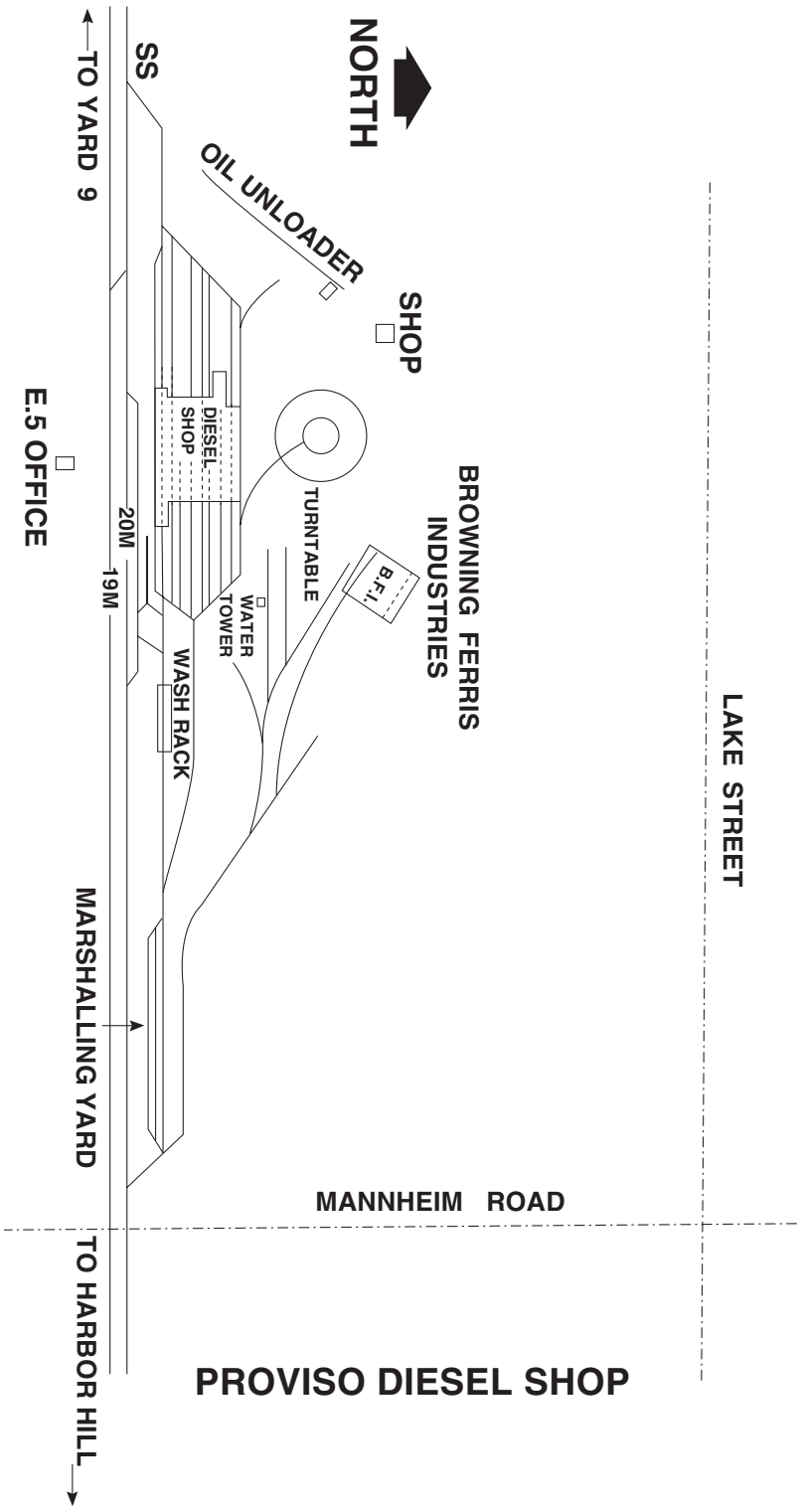
NORTH
SS
TO YARD 9
OIL UNLOADER
SHOP
E.5 OFFICE
DIESEL SHOP
20M
19M
TURNTABLE
BROWNING FERRIS INDUSTRIES
B.F.I.
WATER TOWER
WASH RACK
LAKE STREET
MARSHALLING YARD
MANNHEIM ROAD
TO HARBOR HILL
PROVISO DIESEL SHOP

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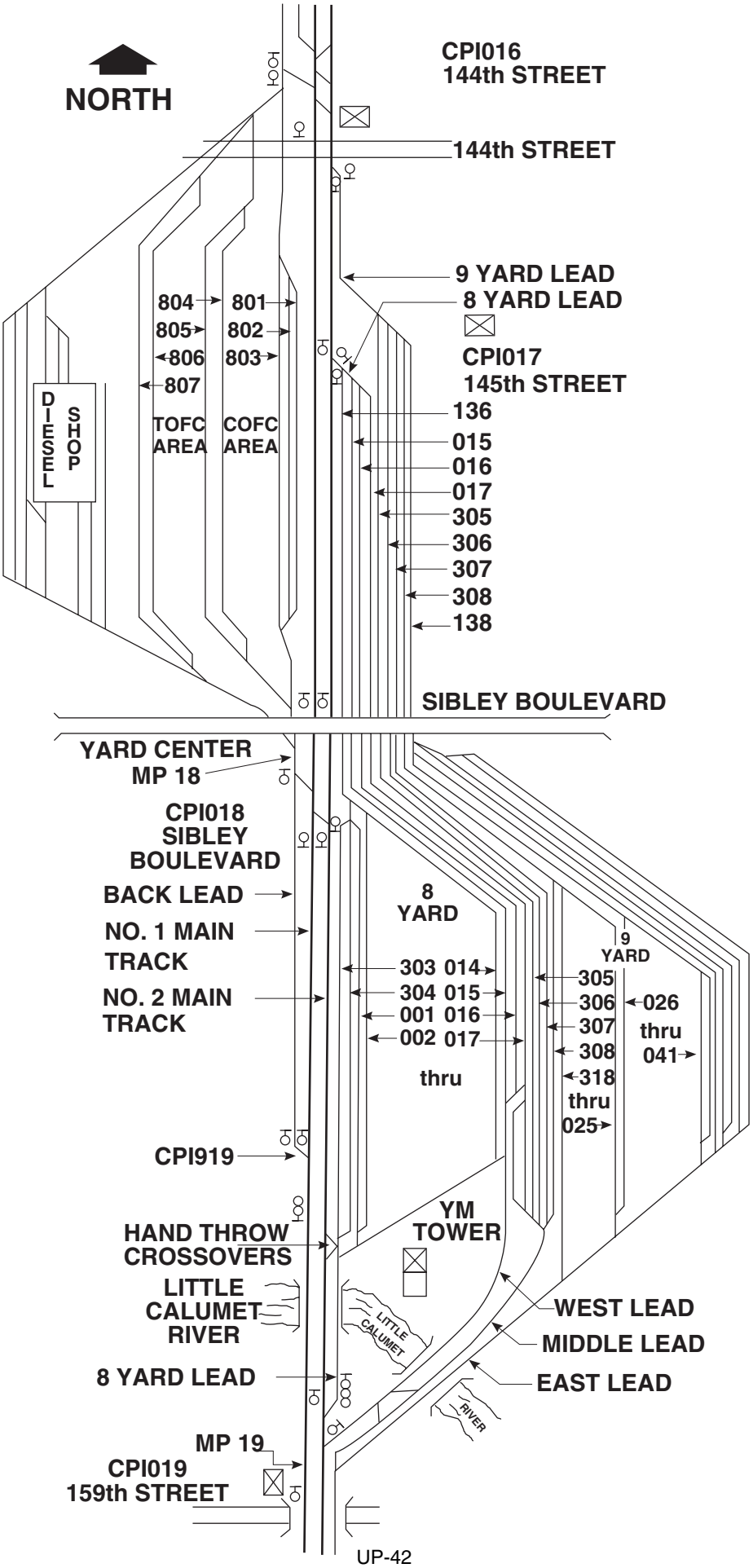
NORTH
CPI016
144th STREET
144th STREET
9 YARD LEAD
8 YARD LEAD
804
805
806
807
801
802
803
CPI017
145th STREET
DIESEL SHOP
TOFC AREA
COFC AREA
136
015
016
017
305
306
307
308
138
SIBLEY BOULEVARD
YARD CENTER
MP 18
CPI018
SIBLEY
BOULEVARD
BACK LEAD
NO. 1 MAIN TRACK
NO. 2 MAIN TRACK
8 YARD
9 YARD
303 014
304 015
001 016
002 017
thru
305
306
307
308
318
thru
025
026
thru
041
CPI919
YM TOWER
HAND THROW CROSSOVERS
LITTLE CALUMET RIVER
LITTLE CALUMET
WEST LEAD
MIDDLE LEAD
EAST LEAD
8 YARD LEAD
RIVER
MP 19
CPI019
159th STREET

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